

**HONG KONG BENEVOLENT SOCIETY**

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***Mondays & Thursdays.***



## 1936 SALOON DE LUXE

## What the New Wolseley Is Like

A car which has rapidly attracted favourable attention, as a successful model does, is the latest Wolseley Fourteen. It will be remembered that some two months ago there was introduced a re-designed edition of this car, having as its special features a widened chassis track, with the engine moved forward in the frame, a much more commodious body as a result, and various other improvements as compared with its forerunner, this being the current model for 1936.

On the road it is a car which a driver fresh to it soon feels he likes on account of its quiet and smooth running, its ready top-gear performance, the comfort of its riding and seating, its good brakes, and light, accurate control. Without sheer performance being the be-all and end-all of its objective, it has a good and useful turn of speed, a higher cruising speed, in fact, than most people ever wish to use, and more important still, is flexible on top gear and free from fuss when travelling quite fast.

It is a very satisfactory car for its slower running in speed limit areas, too, and from 25 m.p.h. or thereabouts acceleration on top gear is in regular response to the throttle pedal. A six-cylinder overhead-valve and camshaft engine is used, and this, besides

being quiet mechanically, is particularly well silenced in the exhaust; in addition to the main silencer there is a further expansion chamber almost at the end of the tail pipe.

Hard as it always is to render an accurate impression of the behaviour of a given car, because of differences between one and another of similar type to-day lie in manner and in points of detail, and not in essentials, it can be said that the general running of this Wolseley Fourteen satisfies a driver of a critical frame of mind.

In town traffic this car can be handled almost entirely on top and third; indeed, it is specially good at pulling slowly down to a crawling pace on top gear. There is, however, an excellent smooth-acting synchromesh for the gear change between top and third, so that it is a matter only of depressing the clutch pedal and moving the lever for changes between these ratios, as well as upwards from second gear.

Third gear is quiet, second rather more audible, but not unpleasantly so. Starting on level ground may be effected on second gear, but the use of first in the usual way makes for a smoother and more certain getaway. The clutch action is light, and with no more than ordinary care the engagement is smooth.

## A SPOT OF RAIN

## Singer Car Club Enjoys Itself In Kent

If anyone had needed visible proof of the effects produced by the gentle rain from heaven upon the place beneath, they found it recently in the Singer Club's Bullock Cup Trial. Two days before it started, Secretary Richardson felt justified in barring competition tyres. Even half an hour before zero time it was doubtful whether Whitehorse Hill was worth observation. The programme went out of its way to apologise for the ease of the course. And then it rained!

The net result was as follows: On Hogmore, numerous failures in the stop and restart test. Hutchinson's Ford pushed up by man power with spinning wheels. Marshalls slowly ascending steep and slimy banks on their feet, and descending them, far more rapidly, on their faces. Queues at the foot of the hill. Sudden route cards. Difficulty in re-marking it, a competitor having run over the supply tin. In a word, rain.

And so to Whitehorse, where the debacle started. Six of the leaders made clean climbs. They were H. B. Shaw, M. G. Billingham, Mrs. A. E. Moss, S. Allard, M. H. Lawson, and C. A. N. May, and they deserve mention. Thereafter, fifty odd cars waited patiently at the foot of the hill, not to mention two surprisingly cheerful policemen. What a lifel!

Washed Out—A "Not Just" Eventually the struggle was abandoned and the hill was (to use the mot just) washed out. The fifty cars retired (mostly in reverse) to rejoin the main course. Thereafter things were, relatively speaking, not so bad. Buzz Box Retreat would hardly merit observation on a dry day. Ferodo's Descent, where the brake test was scheduled, was also put out of action by the Clerk of the Weather. The hold-up grew more and more formidable, and here, too, it was finally decided to cut things. Colman's Ash and Beechey Lees followed, on the latter

of which another test was held. Best times here were registered by M. H. Lawson (14 sec.) in the small class, and by A. J. G. Bouchaton (14 sec.) among the "over 1,100 c.c."

And so back to River Hill Garage for what should have been lunch, but which was actually, for most, quite a late tea. When it is remembered that the whole of the morning's lap only measured forty-six miles, and the trial started at 11 a.m., it will be seen that Utah and Daytona have no immediate reason to fear for their laurels.

Then came the question of the second, or afternoon, lap. A few of the early starters in the morning, escaping the Press, had actually put in two complete circuits while the later numbers were still tottering home from Lap One. Eventually it was decided to cut out the whole of circuit the second, with the exception of the driving test at the foot of Hogmore. Thither, accordingly, cars drove as the sun went down in the sky, and then, on a T-junction of muddy lanes, the surprise test was staged. It involved the negotiation of pylons (angle iron cans) in reverse, and a restart uphill in pretty thick mud. Here front wheel drive proved a handicap to Simeon's B.S.A. Scout, but in the majority of cases the test was successfully completed. There was a certain amount of wild driving in reverse, whereby the pylons suffered and strong men took refuge in hedges, and a good many competitors used too much throttle for maximum effect with standard tyres on a greasy surface. The best times were, in general, put up with least "fire-works," and good steering combined with a neat selection of the required gear counted for more than b.h.p. One competitor leaped off the line in reverse—but no matter: a speed king has done the same at Brooklands before now with less excuse.

## BOWDEN'S DESIGN

Messrs Bowden's arrangement provides for the interconnection of rear brakes and clutch pedal so that further movement after the clutch is released applies the rear brakes. When starting off it is then only necessary to depress the accelerator and release the clutch and brake pedal, the brake being eased off and the clutch engaged in a single operation.

To avoid having to keep the pedal depressed, for any period a ratchet device is embodied which can be actuated by a Bowden control on the dash, and released by depression of the pedal. Such an arrangement should simplify driving, and would no doubt be welcomed by many drivers.

## TWO FEET IN WATER

Hsuechow, Nov. 7. The latest reports reaching here from Peking, along the west bank of the Weihsan Lake, stated that despite the efforts of inhabitants for reinforcement of the city walls, which are being engulfed by the flood waters, the streets there are covered with water to a depth of about two feet.

In view of the situation, the northern city have moved to the southern part. Pumps are in operation to drain the floods out of the city. The Hsuechow River has risen considerably with the result that the flooded areas along the banks of the river have been widened. Central News Agency.

## MOTOR JOTTINGS

## LORRY MAINTENANCE SCHEME

Under a scheme recently introduced by Messrs. Armstrong-Saurer Commercial Vehicles, Limited, Great West-road, Brentford, maintenance of customers' lorries is undertaken at a fixed charge covering mileage up to an agreed maximum or a definite period of time. The maintenance includes such work as decarbonisation, light, and heavy overhauls, cylinder liner replacements and engine tuning, the lorry being always kept in a thoroughly efficient condition. One of the chief advantages of the scheme is that the operator can definitely set down his figure for maintenance and repairs in advance of his costs schedule, while an invisible saving is practically assured owing to the lorry always operating under first-class conditions. Full particulars of the scheme, known as "We Serve," can be obtained from Messrs. Armstrong-Saurer at the above address.

## STEERING WHEEL

Driving a car with an adjustable steering wheel for some distance recently provided a new experience. It certainly allows with an adjustable seat the most comfortable position for drivers of various size, but over and above that it will be found to make long-distance driving less tiring.

Altering the height of the wheel provides a change of position for the arms which definitely reduces fatigue. There is a locking nut provided with a slot, so that the wheel may be clamped in the required position with the aid of a coin.

The sliding column is provided with splines, and it will be found that there is no need to tighten the clamp to the locking point, but it may be left just slack enough to allow the wheel to be pulled up or pushed down as desired at the moment. It is, of course, perfectly safe to do this, and used in this way the telescopic steering column is a real addition to recent motoring amenities.

## EASY STARTING ON HILLS

Starting from rest on an up grade is an operation which is never quite free from difficulty, although much depends upon the car and its driver. In any case it requires a certain amount of judgment, and many drivers never quite achieve the perfect start on any appreciable slope.

The timing of brake release and clutch engagement calls for a nicety of control of which many would be glad to be relieved. There was a time when drop springs were used, and after that a ratchet sprag behind the gearbox was quite a common fitting.

With the now common open shaft there is no sound reason why this should not be revived; but an interesting alternative is being tested at present by Bowden (Engineers), Ltd., the makers of the famous Bowden wire and cable so largely used for brake operation.

## MISCELLANY

## Of Interest To Motorists

Wanted Badly.—Esher, Surrey, is to have a new arterial by-pass. Preparations are being made by the Town Planning Committee of the Esher Council.

Dry Goods.—A motor car stood at the corner of the street and a police constable was remonstrating with the contents, said a witness at Tottenham Police Court.

Torch-bearers Beware.—A torch carried in the hand as a substitute for a lamp is not adequate light for a road vehicle, say the Billericay Bench.

Staines By-Pass.—Preparations have been made by the Surrey and Middlesex County Councils for a new by-pass through Staines and along Egham Causeway; it is expected that it will relieve a great deal of traffic through Staines.

"Mr. Otis" Is Sorry.—A motorist summoned for exceeding the 30 m.p.h. speed limit wrote a letter to the Willesden Bench: "I was with greatest regret that I was travelling over thirty miles per hour."

The Everlasting Quest.—"Race Driver—Cool—Confident—Capable—Mechanical engineering graduate—Looking for car to drive"—plaintive advertisement in American racing paper.

A Royal Car.—A Double-Six Daimler with Hopper coachwork has been ordered from Stratford, Ltd., for H.M. the Queen.

Czechoslovak show.—The International Motor Show at Prague, organised by the Czechoslovak Automobile Club, will this year be held for the twenty-fifth time, and the date is October 19th-28th. Visitors to the exhibition are entitled to special railway fare reductions. How surprised we should be here if offered similar benefits.

New Scottish Bridge.—It is expected that the new bridge which is being built across the River Forth at Kincardine will be opened on May 1st, 1936.

The Car Guards.—In the French Army manoeuvres, according to the experts, motorised troops were proved to be superior to cavalry.

R.A.C. at Leeds.—The R.A.C. Leeds branch office has moved to larger premises at Post House, Infirmary Street. A reading and writing room is available, and members may leave their cars outside the club's premises whilst transacting business within.

Temporarily Disabled.—A motorist alleged to have driven with a fractured right arm in a sling at over 40 m.p.h. in a built-up area has been fined at Bingley, Yorkshire, £2 for being in such a position as not to have proper control over his car, and £1 for exceeding the speed limit.

## RESEARCH INTO SKIDS AND ROAD WEAR

The investigations into the causes and cure of skidding form a large part of the first report of the Road Research Board of the Department of Scientific and Industrial Research. It deals with the two years (up to March 31st last) since the Department assumed responsibility for the researches on roads carried out at the Harmondsworth Laboratories, Middlesex.

Sound beginnings have been made with a comprehensive programme of research. As regards skidding, the experiments are to discover the factors favourable to skidding in both vehicle design and road construction. "One obvious method of continuing the research," states the report, "would be to skid full-sized vehicles on a large surface. This method would be expensive and somewhat dangerous, but may eventually have to be faced. In the meanwhile, careful consideration has been given to further work with models. A single-wheel trailer has been devised which can be used with circular track road-testing machines, or at the rear of a testing lorry. This apparatus has shown that wet roads are more slippery in summer than in winter. Lack of sufficient rain has rather hinder-

ed work on some occasions! As a result it may be that artificial wetting of the road will have to take place.

To test the durability of road surfaces—without waiting for deterioration under normal use—experimental stretches are laid down. A speedier method is to use road-wear machines, and one is required that will subject a surface to a normal year's wear in, say, the space of a day.

Some road-wear machines have been developed using circular tracks on which loaded vehicles or wheels travel continuously. A small machine with a 5 ft. 6 in. track is to be used at Harmondsworth, the "road" itself being revolved under a nearly stationary wheel in this case. A large machine is being built with a lorry travelling at 45 m.p.h. tethered to a centre post.

Very important is that part of the report dealing with materials for road-making. Work is taking place on the preparation of satisfactory specifications. At present engineers buy materials under trade names, but their composition is not accurately known. British standard specifications exist for tars, but even these are so widely drawn as to allow too much variation.

## STRONGER NAVY CAMPAIGN

## Lady Houston Promises £10,000 To Fund

## Special Air Mail Service

London, Oct. 18.

A big campaign for a stronger Navy is to be launched by the Navy League.

At the same time the shipping industry is urged to demand that the Government takes strong measures against foreign restrictions subsidies.

To the £50,000 fighting fund, which is being raised by the Navy League Lady Houston has promised £10,000.

This announcement was made at the Navy League's Trafalgar Day dinner in London last night.

Mr. Winston Churchill, one of the speakers, said:

"It is one of the most curious contradictions of the human mind that men who would be the foremost to insist, and quite rightly, that every modern improvement should be introduced into our coal mines and on to our railways to avoid needless loss of life, should at the same time allow themselves to appear so indifferent to the welfare of our seamen."

"To grudge the sailors a modern ship is as bad as grudging the safety lamp to the miners."

An appeal for a "real imperial shipping policy" was made by the Hon. Alexander Shaw, chairman of the P. and O. Steam Navigation Co., at the Clyde launch yesterday of the passenger and troop-carrying motor ship Dilwara.

"Almost alone among the maritime nations," he said, "Great Britain has left her Mercantile Marine without defence and at the mercy of foreign restrictions and subsidies."

"It is not time the great influence of the leaders of the shipbuilding industry was united with that of the shipowners in demanding fair play for the shipping industry, to which they both owe their existence, and, above all, upon which the Empire depends for its life, and the people of this country, not for their power and prestige alone, but for their daily bread!"

"How did you get on with Har-nut?" asked the head of the firm of the traveller.

"Oh, so, so," replied the latter. "I only got a couple of orders out of him."

The boss beamed. "You did!" he exclaimed. "that's more than any of our men ever did before. What were they?"

"Well," said the traveller sadly, "one was to get out and the other was to stay out."

A salesman who had been travelling on a certain railroad for a number of years was complaining about the trains always being late, when, to his surprise, the train came in on time.

He immediately went to the conductor and said, "Here's a cigar. I want to congratulate you. I've travelled on this road for fifteen years, and this is the first time I ever caught a train on time."

"Keep the cigar," said the conductor, "this is yesterday's train."

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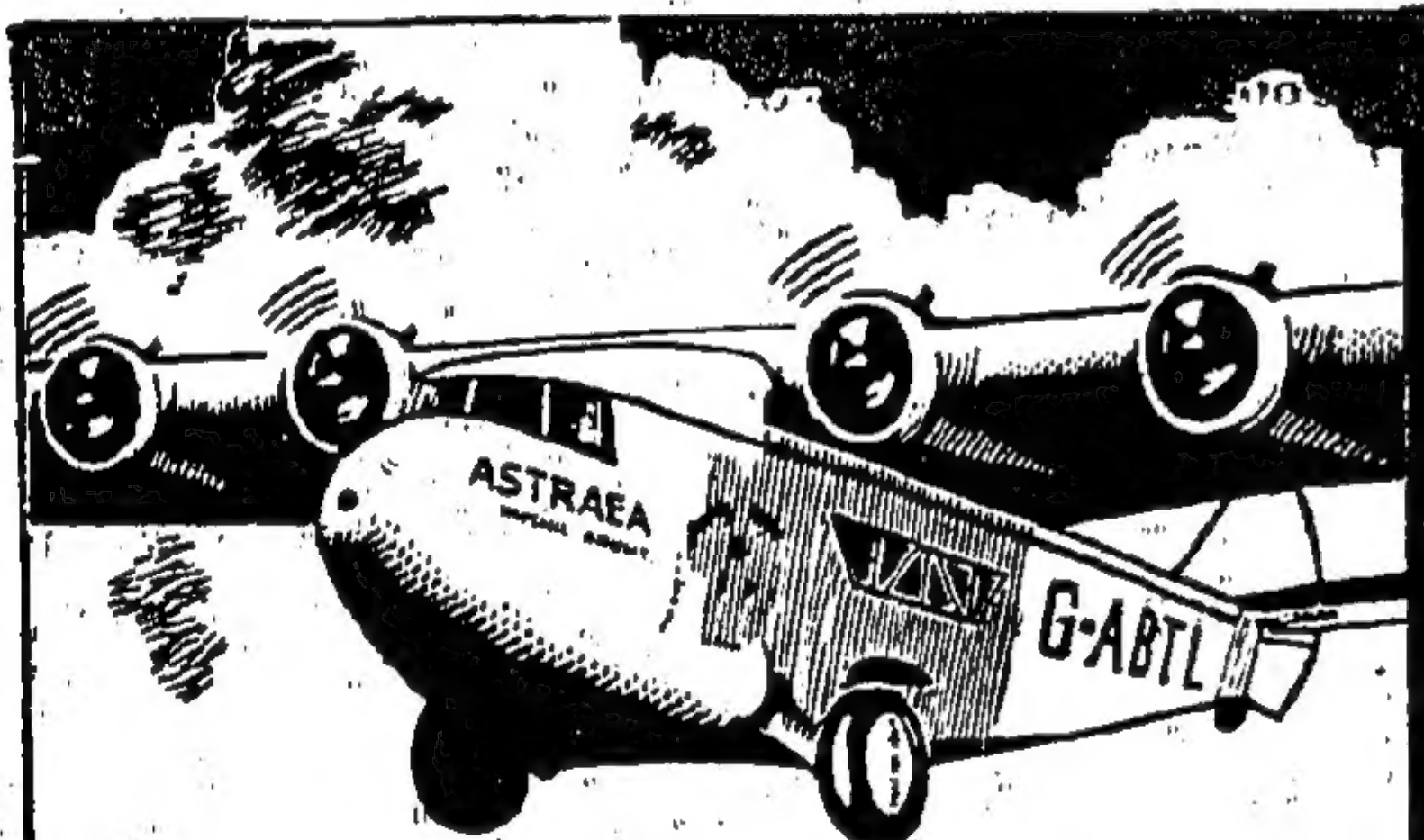
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DEATH OF ARTHUR  
HENDERSON****A Man Of Sterling Worth  
And Highest Integrity**

(Special Air Mail Service)

London, Oct. 19.

The Right Hon. Arthur Henderson, M.P., Labour leader, Secretary of State for Foreign Affairs from 1929 to 1931, and president of the World Disarmament Conference in 1932 and 1933, died yesterday in a London nursing home, where he had been ill for some weeks, at the age of 72.

Mr. Henderson's career was the achievement of his own character and personality, unsupported by the educational and other advantages usually enjoyed by the holders of high office. His experience of public life covered nearly half a century of continuous activity in trade unionism, local government, national politics, and international affairs. He was the embodiment of the qualities and aspirations of the Labour Party, which owes to him more than any other man electoral machinery of exceptional efficiency.

Born in Glasgow on September 13, 1863, he worked for 20 years at his trade as iron-moulder at Newcastle, and filled every office a member could hold in his trade union. He was also chairman of the workmen's side of the North-East Coast Conciliation Board, and of the Lancashire Conciliation Board. During the War he was the Government's chief adviser on Labour questions, and when the War was over he did much to assist the unions to recover the privileges and customs they had surrendered. In the unfortunately abortive National Industrial Conference, summoned by Mr. Lloyd George as Prime Minister in 1919, he was chairman of the trade union side and was chiefly responsible for the report.

**PARTY MANAGER**

In his Parliamentary career Henderson witnessed a complete cycle of political change. He was invited to contest Newcastle in the Liberal interest at the General Election of 1895, and soon afterwards he became Liberal agent at Darlington. But his trade union interests soon drew him into the political working-class movement. His union was represented at the conference in London in 1900 which established the Labour Representation Committee. Under the auspices of that body, with funds provided by the Iron-founders' Society, Henderson won a by-election at Barnard Castle in 1903 and joined in the House the tiny group of Labour members comprising what was within three years to be known as the Labour Party.

For more than 30 years he was an active and trusted leader in the party. At different times he held the key position in its organizations as chairman of the party executive, and for a score of years was its secretary. He desired to resign the secretaryship in 1930 and to take the office of treasurer of the party, but his colleagues urged him to retain the position he had held since 1911, in control of the entire party organization. To his extraordinary skill in management must be attributed the remarkable electoral organization of the Labour Party. More than any other man he made it a power in the State. Between 1900 and 1929 he took part in nine General Elections; in four of these he suffered a personal defeat, but on each occasion within a few months retrieved his position at by-elections—at Widnes after the General Election of 1918 (when he abandoned Barnard Castle to fight unsuccessfully at East Ham, South), Newcastle in 1923, and Burnley in 1924. He retained the seat at Burnley in the General Election of 1928, but also "it" in 1931, and was elected for the Clay Cross Division of Derbyshire in 1933.

**OFFICE IN THE WAR**

When the War came Henderson took the Parliamentary leadership of his party when Mr. Ramsay MacDonald resigned it. He joined Mr. Asquith's first Coalition Government in 1915, nominally as President of the Board of Education, but actually as the Government's adviser on Labour questions. In 1918 he was appointed

Paymaster-General, and piloted through Parliament the measure establishing the Pensions Ministry, apparently on the understanding that he was to be the Pensions Minister. But the Asquith Government fell, and in the second Coalition under Mr. Lloyd George Henderson became Minister without portfolio in the War Cabinet.

In 1917 he went to Russia with the War Cabinet's authority to examine the situation brought about by the revolution, and especially to establish relations with the Russian Socialists under the leadership of Kerensky. It was revealed later, by Henderson himself, that he had the Cabinet's instructions, if he thought it necessary or desirable, to supersede the British Ambassador, Sir George Buchanan, and to take his place. His did not take this drastic step. The Russian Council of Workmen's and Soldiers' Deputies—the body representing the forces responsible for the revolution—had summoned the Socialist and Labour Parties of all nations for a discussion of "war aims" and the formulation of a working-class peace policy.

Henderson returned home with some members of the Russian Soviet who had been appointed to visit the Socialist parties in the Allied countries. Without consulting his colleagues in the Government he attended next day a meeting of the executive committee of the Labour Party (of which he continued to be secretary), and this meeting decided to send representatives to accompany the Russian delegates to a conference with French Socialists in Paris. One of Mr. Henderson's companions on this journey was to be Mr. MacDonald (still the treasurer of the party), who was the leader of the small pacifist group in the Labour movement of this country. Mr. Henderson did not volunteer information of his intentions to his fellow members of the War Cabinet, who first heard of the projected visit to Paris when application was made for passports. At this time Mr. Lloyd George was in France, and in his absence, Mr. Bonar Law and the others in the Cabinet could do no more than inform Mr. Henderson of their disapproval. Explanations had to be made in the House of Commons, and an embarrassing incident was, with some difficulty, smoothed over. Almost immediately, however, the issue was raised again, and in a more acute form. Mr. Henderson advised a special conference of the Labour Party to accept the invitation to Stockholm. The decisive vote of this special conference, for which Henderson's advice and influence were unquestionably responsible, brought him into sharp conflict with the Prime Minister, who forced him to resign from the War Cabinet.

What became known as "the doormat incident" had a part in influencing the Labour Party to withdraw from the Coalition. After the visit to Paris Mr. Henderson was advised of a meeting of the War Cabinet at an hour which was intended, apparently, to give his Ministerial colleagues an opportunity beforehand of considering his action. He arrived before this preliminary business had been concluded and was highly indignant at being kept waiting in a secretary's room. His resignation from the Cabinet did not, however, occur then, but 10 days later as the immediate consequence of his advice, in contradiction of Ministerial policy, to the party conference.

In 1924 the Labour Party took office for the first time, as a minority Government, and Henderson became Home Secretary. But this principal work was again in the sphere of foreign policy. He accompanied the Prime Minister, Mr. MacDonald, who was also Foreign Secretary, to the League of Nations Assembly in 1924, and remained at Geneva with Lord Parmoor to embody in the Protocol for the Pacific Settlement of International Disputes the policy which Mr. MacDonald had maintained.

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TUESDAY

VARIETY CONCERT FROM THE  
STUDIO

Two Studio Talks

12.30 to 2.10 p.m.—European Pro-

gramme.

12.30 p.m.—Recorded Music.

1 p.m.—Local Time and Weather

Report.

1.10 to 1.30 p.m.—An Account of

the morning's play and run-

ning commentary on the 1st

quarter of an hour of the

afternoon's play in the Inter-

port Cricket Match between

Hong Kong and Shanghai from

the Hong Kong Cricket Club

Ground.

1.30 p.m.—Reuter Press Bulletin

Rugby Press News, etc.

1.40 p.m.—(Approx.) A Relay of

the Rotary Club fifth Speech

from the Hong Kong Hotel

Roof Garden.

2.10 p.m.—Close Down.

4 to 7 p.m.—Chinese Programme.

7 to 11 p.m.—European Programme

7 to 7.15 p.m.—A Pianoforte Recital

by Arthur de Greef.

1. Feuille d'Album: Papillon

(Grieg).

2. Ariette: To the Spring

(Grieg).

3. Wedding Day (Grieg).

7.15 to 7.25 p.m.—

From the Studio

The 2nd of a series of Educa-

tional Talks by Uncle Mac.

7.25 to 7.30 p.m.—"Eric Coates Med-

ley" played by Sydney Gustard

(Organ).

7.30 to 7.50 p.m.—

From the Studio

A General talk on the day's In-

terport Cricket by R. Abbit.

7.50 to 8 p.m.—"C.B. Cochran Pre-

sents."

8 p.m.—Local Time and Wether

Report; Closing Local Stock

Quotations.

8.05 to 8.15 p.m.—"Old Timers"

2.15 to 2.30 p.m.—

From the Studio

A Violin Recital by Conrado de

la Cruz accompanied by Nura

Kania.

8.30 to 9 p.m.—

Light Orchestral Music

Autumn (Chaminade).

Traume (Wagner).

Fantasia on Scottish Airs (ar-

Mulder).

Jolly on the Mountains Waltz

(Petras).

Viennese Singing Birds—Waltz

(Translatour).

The Valley of the Popples (An-

cliffe).

A Birthday Serenade (Lind).

9 to 9.15 p.m.—A Relay of the

Davantry News Bulletin (Copy-

right by Reuter).

9.15 to 10 p.m.—

From the Studio

A Variety Concert by The Rev.

Cyril Brown, Audrey Steel,

Doreen Ma, G. F. d'Aquino,

Nemesio Tocco.

10 p.m.—Big Ben: Reuter Press

Bulletins.

10.10 to 10.45 p.m.—

Dance Music

10.10 to 10.45 p.m.—Dance Music.

10.45 to 11 p.m.—

A Relay from Daventry.

"Under Big Ben" by Howard

Marshall.

11 p.m.—Close Down.

RADIO MANILA

6 p.m.—Song and Movie Magazine

of the Air.

6.30 p.m.—Spanish Information

Period.

6.40 p.m.—English Information

Period.

6.55 p.m.—Stock quotations, through

the courtesy of Swan, Culbert-

son and Frita.

7 p.m.—Radio Shopper.

7.15 p.m.—Magic Brain presents

"Music in the Air"—Mal Part-

ridge.

7.30 p.m.—Rodrigo Danao and his

favourite tunes.

7.45 p.m.—The Town Orter—A

Quarter Hour of Spanish

Melodies.

8 p.m.—Philippine Chamber of

Commerce Broadcast.

8.30 p.m.—Cystex Newspaper Ad-

ventures—Mystery of Pier 44.

8.45 p.m.—Stock quotations and

local market reports.

9 p.m.—Radio Crusaders, conducted

by Bernie Nolasco.

9.30 p.m.—College Harmonizers,

conducted by Kite Tablante.

10 p.m.—Popular Tunes and Re-

quests.

11 p.m.—Sign Off.

BERLIN PROGRAMME

9 p.m.—Call DJA, DJB, DJN

(Germ., Engl.).

German Folk Song.

Programme Forecast (Germ.,

Eng.).

9.15 p.m.—Variety Concert.

9.45 p.m.—News in English on DJA

and in Dutch on DJB, DJN.

## PUBLIC AUCTION.

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ON

WEDNESDAY,

NOV. 13, 1935

COMMENCING AT 2.30 P.M.

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One Motor Cycle and combination

ON VIEW FROM TUESDAY,  
THE 12TH NOVEMBER, 1935.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS.,  
AUCTIONEERS.PRECAUTIONS IN  
MEDITERRANEANBritish Fleet Not  
To Be Moved

(Special Air Mail Service)

London, Oct. 22  
Sir George Clerk, the British  
Ambassador, had an interview with  
M. Laval at the Quai d'Orsay this  
evening. They were together for  
about an hour and a quarter.

I understand that Sir George  
communicated to the French Pre-  
mier the decision reached at this  
morning's Cabinet meeting in Lon-  
don, that there is no ground for  
reducing the British Naval forces  
in the Mediterranean to normal  
strength.

In the course of a general con-  
versation on Monday M. Laval raised  
the question with the British  
Ambassador whether the interna-  
tional situation might not be eased  
by such a reduction.

It was emphasised at the London  
meeting that the reinforcement of  
the British fleet was undertaken  
merely as a precautionary step in  
view of the anti-British propaga-  
nda in Italy. It was in no sense  
dictated by any motive of aggres-  
sion.

In view of the fact that there  
had been no cessation of this pro-  
panda, and that a great number  
of additional Italian troops have  
just been sent to Libya, the Cab-  
inet decided that the provision it  
has made for safeguarding British  
interests must be maintained on its  
present basis.

Signor Cerruti, the Italian Am-  
bassador, saw the French Premier  
earlier in the day. It is expected  
that he will call again at the  
Quai d'Orsay to-morrow.

10 p.m.—Music and Poetry: String  
quartets by Schumann and  
Schubert. During the inter-  
vals: Verses from Conrad  
Ferdinand Meyer.

11 p.m.—Topical Talk

11.15 p.m.—News in German on

DJA, DJB, DJN. Close DJB

(Germ., Engl.).

11.30 p.m.—To-day in Germany.

Sound Pictures.

11.45 p.m.—In a German Vineyard.

Words and Song by Gert

Randolf-Schmalnauer.

12.15 a.m.—News in English on

DJA and in Dutch on DJN.

12.30 a.m.—Close DJA, DJN (Germ.

Eng.).

## LAMMERTS AUCTIONS

## PUBLIC AUCTION.

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THE REGISTRAR, SUPREME

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ON

TUESDAY, NOV. 12, 1935

At 12 O'CLOCK NOON

At Their SALES ROOM,  
No. 4, DUDELL STREET

The Goods and Chattels of  
Asiatic Products Co., of  
Room No. 207, 2nd Floor, No.  
10, Des Voeux Road, Central.  
Bank of East Asia Building.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS.,  
AUCTIONEERS.

## PUBLIC AUCTION.

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ON

TUESDAY, NOV. 12, 1935

At 12 O'CLOCK NOON

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DUDELL STREET.

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Paul Dedieu of 2nd Floor,  
Exchange Buildings, Des  
Voeux Road, Central.

TERMS:—CASH ON DELIVERY.

LAMMERT BROS.,  
AUCTIONEERS.

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WEDNESDAY,

13 NOV., 1935

COMMENCING AT 10.30 A.M.

At No. 2, OBSERVATORY

VILLAS, KOWLOON

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE

ON VIEW FROM TUESDAY,  
THE 12TH NOVEMBER, 1935.

LAMMERT BROS.,  
AUCTIONEERS.

## LOCAL MAPS

Peak District,  
Kowloon,  
Victoria,  
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now in the said Factory
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No. 105 Wing Lok Street

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At 3 O'CLOCK P.M.

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## PHONE MESSAGE RATES

Shanghai Experts  
Make Recommendations

The four telephone experts who have been specially engaged to study and report on the telephone system in Shanghai, have come to the conclusion that the continuation of the present flat rate system would not be fair to the small user.

We think Hong Kong would do well to follow in line with Shanghai and we reproduce the report from our northern contemporary for the consideration of the Hong Kong Telephone Co.

Shanghai, Nov. 7. The advantages of Shanghai adopting the message rate telephone system rather than continuing the present flat rate system used, were stated by the four telephone experts, Major H. Brown, Mr. Z. H. Hu, Professor S. Inada, and Mr. J. G. Wray, at a meeting of the Public Utility Committee held on October 28.

Although the experts stated that they had not, as they were not instructed to do, taken into consideration the present widespread economic distress in Shanghai, it was pointed out that by the flat rate system, the Shanghai Telephone Company made its profit on the small user. It lost money on the large user.

The adoption of a measured schedule, however, preserved the balance of power. The small man was encouraged to take up the service, the number of telephones were thereby increased, and the service, as a whole, made more valuable.

Major Brown in the course of discussion, said that he considered the telephone industry had arranged labour control, as regards measure of output and similar matters, better than any other industry of which he had experience.

## REICH'S NAVAL STRENGTH

Giant Submarines  
For Baltic

For the first time since the "winning of military freedom," the German public has been shown a list of the warships of the German Navy on Oct. 18.

After the four old battleships, Hessen, Hanover, Schleswig-Holstein, and Schlesien (the last named is now serving as a training ship), come the names of five new "armoured ships."

Of these, the two "pocket" battleships of 10,000 tons displacement, the Deutschland and the Admiral Scheer, are already in service. A third sister ship, Admiral Graf Spee, is in process of construction and will be put into service during the winter.

The remaining two "armoured ships," D (Ersatz Elsass) and E (Ersatz Hessen), are also in process of construction. These ships, which are of 26,000 tons displacement each, are being built on the strength of the Anglo-German naval agreement.

The Emden Again  
The list of cruisers includes, in addition to the name of the old Berlin, the names of the new 6,000-ton cruisers Emden, Koeln, Karlsruhe, Koeln, Leipzig, and Nürnberg. The last is now undergoing her first trials.

The 10,000-ton cruisers are being built as a result of the Anglo-German naval agreement. These are given as cruisers G (Ersatz Berlin) and H (Ersatz Hamburg). According to this list neither torpedo boats nor destroyers are being built at present.

On the other hand, the existence of the new 250-ton submarines, U 1 to U 21, is recorded. All these submarines, reports the "Morning Post" correspondent, are destined for service in the Baltic.

Mention is made of the "fleet" convoys, F 1 to F 10, and of the "speed-boats," S 1 to S 15. The latter, it is understood, are very fast boats destined for patrolling the coast and co-operating with the promised air arm.

Among a number of special craft is the new Admiral yacht Grille, which is to be used for "Admiral's journeys and the Fuehrer's visits to the fleet."

The list ends with the names of two artillery "instruction" ships, Beema and Brummer, of which the latter is in process of construction.

## OBTUARY

Mr. Edward Jones

The many friends of Mr. Edward Jones, of Messrs. Butterfield & Swire will learn with deep regret of his death on Sunday at the War Memorial Hospital.

Mr. Jones came out East soon after the Armistice and served with his present company in Shanghai. In 1931 he was transferred to Hong Kong and was made Chief Accountant of the Taikoo Dockyard and Engineering. He served throughout the war and at the end of the conflict he attained the rank of Captain in the South Lancashire Regiment.

His sojourn in Hong Kong has endeared him to a host of friends, to whom his death will come as a shock. His wife a well known local vocalist and to her the deepest sympathy is extended.

## THE FUNERAL

The funeral took place yesterday evening at the Colonial Cemetery and was largely attended. The Rev. H. W. Baines officiated at the last rites.

Among those present who paid their last respects were Messrs: C. C. Knight, K. E. Greig, L. R. Bullinghurst, L. A. Calcraft, T. R. Chassels, B. E. Fielder, R. C. Harley, A. R. Hardman, H. U. Ireland, A. C. Hutchison, J. D. Danby, Dr. L. T. Rde, J. B. Lanyon, N. Mathieson, R. Millar, G. K. Oliver, J. F. Robinson, A. M. W. Scott, L. A. Whippa, H. B. Williamson, A. Wood, A. R. H. Phillips, G. Gerrard, J. C. Polson, J. C. Chalmers, R. W. Oswald, D. B. Bone, J. Watson, D. L. Lyle, G. T. Bird, G. H. Stewart, R. C. Wallace, A. Macindoe, S. Hope, A. Stalker, E. Wilson, W. Buchanan, W. Adams, T. Grimes, C. H. Summers, F. J. James, W. Brown, W. Weir, J. H. R. Hance, F. Finnie, D. Peoples, Lo How I, Chu Fook Tin, Tsang Fook, Tam Yu Chuen and others.

## FLORAL TRIBUTES

There was a profusion of wreaths and one from his wife "to Darling Taddy from Dot" was lowered into the grave. Others were from—Mr. and Mrs. C. C. Knight, Mr. and Mrs. K. E. Greig, Mr. and Mrs. B. E. Fielder, Mr. and Mrs. A. B. Mafr, Mr. and Mrs. F. Finnie, Mr. and Mrs. G. Gerrard, Mr. and Mrs. A. Stalker, Capt. and Mrs. J. T. Thirwell, Mr. and Mrs. R. M. M. Stephen, Mr. and Mrs. G. T. Bird, Dr. and Mrs. L. T. Rde, Mr. and Mrs. J. B. Lanyon, Mr. and Mrs. Robert Millar, Mr. and Mrs. John Thayer, Mr. and Mrs. Boulton, Mr. and Mrs. W. C. Dudley Barlett, Mr. and Mrs. G. Kenneth Oliver, Mr. and Mrs. F. R. Chassels, Mr. and Mrs. W. C. Clark, Mr. and Mrs. D. L. Strillett, Mr. and Mrs. Lyle, Mr. and Mrs. J. Anderson Millar, Messrs. J. G. Coteswatt, A. Wood, C. C. Roberts, L. A. Calcraft, Lo How I, Lau Ping Wai, Y. Ah Chuen, Fred Mason, Tam Yam Chuen, Margery Bower-Smith, Dorothy and Kan Digby, Jess Graham Barrow, Mrs. C. T. Brand.

Hong Kong Singers, Tsang Fook Piano Co., Butterfield and Swire, European Staff Talkoo Dock, Chinese Staff Dock and others.

## H.K. POLICE RESERVES

Orders For The  
Week

The following orders have been issued by Mr. D. Burlingham, Inspector General of Police:—

### WINTER UNIFORM

Members of the Chinese, Indian, Flying Squad and Emergency Unit Reserve will soon be taken into wear by Police Reservists. Those who are not in possession of same will apply to their respective Equipment Officers.

### CHINESE COMPANY

Training Course—Part II—All recruits of the Chinese Company who have not yet passed Part II of Training Course will attend at the Chinese Company Headquarters on Tuesday, November 12th at 17.30 hours for instruction.

### INDIAN COMPANY

1st Aid Classes—All members taking this course will report at the Indian Company Headquarters on Tuesday, and Thursday, 12th and 14th November, 1935, at 18.30 hours for instruction.

### EMERGENCY UNIT RESERVE

Strength—Constable R.223 Donald Moy Toy has been taken on the strength of the Emergency Unit Reserve as from 6th November, 1935.

### D. L. KING

D. B. P. (R)  
Hong Kong, Monday, Nov. 11th

## SON OF THE EARL OF EGLINTON

Coming Of Age

(Special Air Mail Service)

London, Oct. 20.

Archibald William Alexander Montgomerie, Lord Montgomerie, Scots Guards, comes of age to-day. He is the only surviving son of the first marriage of the 16th Earl of Eglinton with Lady Beatrice Dalrymple, daughter of the 11th Earl of Stair.

The Earl of Eglinton, in the Scottish Peerage, is also Earl of Winton in the Peerage of the United Kingdom.

The Eglinton Earldom and minor honours passed from the Montgomeries to the Setons on the death of the fifth Earl of Eglinton in 1612. Having no issue he obtained a fresh remainder of his honour to Sir Alexander Seton, a younger son of his aunt, the wife of the first Earl of Winton.

On accession as 5th Earl of Eglinton Sir Alexander assumed his mother's name and the arms of Montgomerie. The Montgomeries are believed to be descended from Roger of Mundugumbri, a companion of William the Conqueror.

### "GRAYSTEEL"

The sixth Earl obtained the popular appellation of "Graysteel" on account of his intrepid bearing. Somewhat unexpectedly for one of his family's record, he fought on the side of Parliament at the battle of Marston Moor.

Subsequently, however, he attached himself to the fortunes of Charles II, with the result that he was imprisoned in Berwick from 1651 till the Restoration, which he did not long survive.

His son, a keen loyalist, opposed his father at Marston Moor, and attained the rank of General in the loyalist forces.

The Jacobite traditions of the family were maintained by that great lady, Suzanne Countess of Eglinton (a Kennedy of Culzean), wife of the ninth Earl. She was reputed to be the most beautiful woman of her time.

The 12th Earl constructed Paisley Canal and Ardrossan Harbour, and was created a British Peer as Lord Ardrossan. It was his successor who was created Earl of Winton in the British Peerage. The present Earl succeeded in 1919.

### THE SETONS

Lord Montgomerie is a nephew of the Earl of Stair, and is maternally descended from that great jurist, the 1st Lord Stair.

Paternally Lord Montgomerie is, after his father, the representative of the notable family of Seton, so prominent in the history of Scotland, created Lords Seton in 1448, and Earls of Winton, Lords Seton and Trahan in 1600. They had a charter of the lands of Seton and Winton, in the Lothians, before 1185.

George, 1st Lord Seton, was Scottish Ambassador both to England and France. The 2nd Lord, who founded the important collegiate church of Seton, was the father

A daughter of the 4th Earl is remembered as one of the four Maries, who accompanied Queen Mary to France. Mary Seton returned from France with the Queen as her Maid of Honour.

The 5th Earl "as out" in the '15, was captured at Preston, condemned to death, and his honours were forfeited. He managed to escape from the Tower of London, and died unmarried, at Rome, in 1749.

## SCOTTISH NEWS IN BRIEF

(Special Air Mail Service)

London, Oct. 18

### LONG SERVICE AWARD

Mr. Robert Gilmour, South Lodge, Duntrach, Strathblane, has just been presented with the Highland and Agricultural Society's gold medal for long service. He is the farm manager on the Duntrach Farm, and has had 48 years' service on the Duntrach estate. He is 61 years of age, and is employed by Sir Archibald Edmondstone, of Duntrach Castle, Blanaid.

### COUNCIL TO BORROW £2,900

Ross County Council at Dingwall yesterday agreed to borrow £2,900, the expenditure on able-bodied relief, and thus make the rate to be levied in the county 8s 7d. The following are the requisitions to the burghs: Dingwall, £7,448; Tain, £4,317; Portree, £2,050; Invergordon, £3,140; Cromarty, £1,533; Stornoway, £11,598.

### RUTHERGLEN'S MEDICAL OFFICER

Rutherglen Town Council have appointed Dr. Cochran Cross, 18 Albany Drive, Rutherglen, medical officer for the burgh. Dr. Cross, who is a native of Glasgow, graduated in 1923, and has resided in Rutherglen for 20 years. He has been in practice in Rutherglen for seven years.

### COUNCILLORS' £1 PER DAY

Ross County Council has decided that personal expenses allowance to members attending Council meetings should be £1 per day in place of the existing 10s. It was decided to advertise for an experienced assistant to the County Assessor at a salary to £350.

### MORE HOUSE BUILDING

Kirkintilloch Town Council have agreed to ask the Burgh Surveyor to prepare plans for the erection of 300 houses at Greens Farm, recently acquired by the Council, and also plans for the erection of

10 additional houses at Gallowhill Avenue.

**DOLLAR RATES DOWN.**  
Dollar rates have been fixed at 11s 2d in the £1, a reduction of 10d. Taking into consideration that the county requisition is up by about 6d in the £1, the reduction is a remarkable one.

### DUNTOCHER CHURCH CALL

The Rev. J. W. Elmslie, Dysart, Fife, has received a unanimous call from the congregation of Duntocher East Church in succession to the Rev. Dr. Cowan, who retired recently.

### PRESBYTERY'S MODERATOR

The Rev. David Affleck, Ladybank, was yesterday elected Moderator of the Presbytery of Cupar in succession to the Rev. W. H. Porter, Cults.

### HALF-CENTURY IN DINGWALL

Mr. John Fraser, ironmonger, Dingwall, who had been in business in Dingwall for 50 years, has died. A son is Colonel Gilbert Fraser, Dingwall.

### INVERBEEVIE'S GAS DOWN

Inverbeevie Town Council has reduced the price of gas by 10d to 10d per 1,000 cubic feet.

Approval was given by Paisley Town Council last night to a decision by the Public Health Committee consenting to the erection of a crematorium at Woodside Cemetery.

The sale of work held in St. Andrew's Church, Perth, and which was opened by Mr. F. Norrie-Miller, M.P., realised the sum of £38.

Montrose Girl Guides, to celebrate their coming of age, have endowed a cot in Montrose Royal Infirmary.

Sir Robert Brooke, County Councillor, is to retire from the chair of Ross County Council.

## EVENING RECEPTION

Viewing The Portraits

There was a large representation of the Magistrates at a reception in the City Chambers last night given in honour of the retiring Lord Provost, Sir Alexander B. Swan. Following the presentation of the portraits earlier in the day, the reception afforded over 700 people an opportunity of viewing them. The pictures were placed in the satinwood Salon, where they were seen by the guests as they passed from the Salon, after being received, to the Banqueting Hall.

The Lord Provost and Lady Swan who received the guests, were accompanied by Bailies Muir Simpson, Gordon Cochrane, Sharp, Alexander McLean, Symington, H. McNeill (Yorker and Knightswood), Young (Mile-end), Murdoch, McIntosh, Mrs. Roberts, John Warren, Storrie, Crone, the Dean of Guild, and the Deacon-Convener.

### SOME OF THE GOWNS

Lady Swan wore a gown of bi-coloured lace, which had handsome clip ornaments of turquoise to match her earrings, and she also had a shoulder cape of mint fur. Among those who attended were Sir Andrew and Lady Pettigrew, the latter wearing a frock of black silk velvet, with deep cape of the material, edged with flowers of the velvet; Lord Inverclyde, Sir Hugh S. and Lady Robertson whose gown of black velvet

had a corsage and sleeves of bi-coloured lace; Treasurer Dollan and Mrs. Dollan, the latter in a tunic frock of black satin with colourful embroidery; ex-Bailie Violet Craig Robertson, in a frock of black lace and a lace cape bordered with black fox fur; ex-Bailie Miss Sydegrass, wearing a gown of gold "lame" and black net; and ex-Bailie Mrs. Bell, who was in black.

The guests also included the daughters of the Lord Provost, Miss Swan wearing a handsome gown of shaded cloth of gold. Miss Mona Swan's dress was of figured chiffon in shades of pink, and Mrs. Andrew Brown who was accompanied by her husband, had a gown of black crepe, with wing draperies from the shoulders of flame-coloured crepe. Mrs. Tebb, head mistress of the Glasgow High School for Girls, wore a gown of mauve lace, her daughter wearing a charming frock of flame crimson girled at the waist with velvet of the same shade. Mrs. Barnett, who was accompanied by Captain A. E. Barnett, had a frock of blue crepe marocain with touches of petunee velvet.

During the evening the Orpheus Choir, conducted by Sir Hugh S. Robertson, gave a programme of vocal music in the Council Hall, the soloists being the Misses Mina Bell, Jean Hastings, Annie Tait, and Mr. Ian Smith. A programme of dance music was provided by W. Wilson's orchestra in the Banqueting Hall, and the Glasgow Transport Pipe Band, which played incidental music before the reception, provided the music for the reels.

LAST WEEK — LAST WEEK AT KOWLOON

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1914 - 1918

COLONY OBSERVES  
ARMISTICE DAYSolemn Ceremony At  
Memorials

The Blood Red Poppy, which was so much in evidence yesterday throughout the Colony recalls the Armistice which was signed 17 years ago, and yesterday at the Cenotaph the time honoured ceremony was observed with greater solemnity.

Earlier in the day hundreds of people gathered in the vicinity of the Cenotaph to take up all vantage points to observe the ceremony and to join in the prayer for those who had died so gloriously on the fields of battle.

The Cenotaph, prior to the ceremony, had a solitary wreath placed at the foot and later in the day it was covered with a profusion of other beautiful ones in remembrance of those that had fallen during those hectic years 1914-1918.

The four square compact plots of ground around the Cenotaph were filled with representatives of all the present and past Services, the Boy Scouts and Girl Guides being also represented.

Detachments from the Royal Navy and Royal Marines, units from the different battalions stationed out here, Hong Kong Volunteer Defence Force, Royal Artillery Association, representatives from Foreign War ships, Royal Engineers Old Comrades Association, Ex Naval and Army Nursing Sisters, St. John Ambulance Brigade and the Legion of Frontiersmen were also present under their respective officers.

At 10.45 a.m. the various units had taken up their positions and members of the Legislative and Executive Councils, the Consular Body, the Chief Justice, Sir Athol MacGregor, Mr. Justice R. E. Lindell and the Clergy were also present.

The Pipes of the Hong Kong Volunteer Defence Corps played the Lament and scarcely had the last note died down, then His Excellency, the Officer Administering the Government, Sir Thomas Southorn, accompanied by Capt. W. J. R. Cragg, A.D.C. arrived and took up the position facing the north of the Cenotaph followed by Maj.-Gen. F. S. Thackeray, Acting Gen. Officer Commanding the Troops in China, Squadron Leader C. R. Keary, Officer Commanding the Royal Air Force, Commodore C. G. Sedgwick, Sir Athol MacGregor, Mr. Justice R. E. Lindell, Sir Henry Pollock (Senior Unofficial Member), the Doyen of the Consular Body, the Hon. S. W. T'so, (Senior Chinese Member), the Hon. Mr. C. G. Alabaster, (Attorney General), the Hon. N. L. Smith, members of the Executive and Legislative Council and others.

Shortly after the arrival of His Excellency, the Officer Administering the Government, Sir Thomas Southorn, Buglers from the 2nd Battalion the Royal Welch Fusiliers and the 2nd Battalion the East Lancashire Regiment sounded the "last post" while Officers stood at salute and the populace at attention listening to the piercing notes of the Bugles. When the last note had ended, the resounding boom of a gun fired by one of H. M. Ships in harbour was heard and the entire congregation stood at attention. The customary two minutes silence was observed, amid bowed heads in remembrance of the slain.

Another gun was fired, to terminate the silence and the Buglers sounded the "Reveille." The Clergy then began their services starting with the hymn "O God Our Help In Ages Past" sung to the accompaniment of the Massed Bands of the Royal Welch Fusiliers and East Lancashire Regiment. After this, Rev. Bishop Valtoria, the Senior Army Chaplain and Rev. Bishop Hall took up their places facing the Law Court and each said their Thanksgiving Prayers in turn. Then followed the National Anthem played by the Massed Bands and as the last note faded out His Excellency, the Officer Administering the Government, Sir Thomas Southorn placed the first wreath at the foot of the Cenotaph saluting as he had deposited the wreath and as he stood at attention three paces back.

Major-Gen. Thackeray, Squadron Leader Keary and Commodore C. G. Sedgwick placed their wreaths on behalf of their respective forces after which the others followed. Besides the above mentioned wreaths the following were also placed at the Cenotaph:

Consular Body, Chinese Unofficial Members of the Council, Re-

turned Sailors and Soldiers, Guangdong, Victoria, Australia, Foreign Officers, In Memory of W. H. Vivash, C.C.C. Canada, St. Andrew's Society, St. George's Society, St. Patrick Society, St. David Society, Army and Navy Veterans in Canada, Victoria, British Columbia, China Coast Officers Guild and Marine Engineers Guild of China, St. John Ambulance Brigade, Italian Consulate, Hong Kong Police, Commanding Officer, Officers of the H.K. Naval Volunteer Defence Force, R.A. D.J.K.P. To H. 1935, Sisters Mess, G. C. H. Officers and Members H. K. Volunteer Defence Corps, Lincolnshire Regiment, Punjab Corps, R.A. R.A.P.C., R.E. and R.E.O.C.A. R.A.O.C. Royal Welch Fusiliers Regiment, 25 Frontiersmen, Japanese Residents Association, R.A.M.C. Indo-China Steam Navigation Co., Ltd., Jardine Matheson & Co., Ltd., East Lancashire Regiment, Hong Kong Cricket Club, Hong Kong Club, British Legion, Hong Kong Boy Scouts Association, E. D. Sassoon Banking Co. Ltd., Australian and New Zealand Association, Institute of Engineers and Shipbuilders, Hong Kong and Shanghai Banking Corp., H.M.S. Folkestone, H.M.S. Capetown, H.M.S. Medway, H.M.S. Tamar, 8th Destroyer Flotilla, and several others.

## AT CHINESE MEMORIAL

Another ceremony, just as impressive, was observed at the Chinese Memorial in the Public Gardens when after the ceremony at the Cenotaph those taking part repaired to the Government House and at 11.45 a.m. arrived at the Memorial.

Detachments from the Hong Kong Naval Volunteer Defence Force, Chinese Section, 40th Company Royal Engineers, Chinese Police Reserves and District Watchmen were all drawn up facing the entrance to the Gardens.

His Excellency, the Officer Administering the Government, Sir Thomas Southorn, Major-Gen. Thackeray, Commodore Sedgwick, Squadron Leader Keary, Sir Athol MacGregor were met at the entrance by the Hon. Mr. N. L. Smith, the Chinese Members of the Legislative Council, The Hon. Dr. S. W. T'so, the Hon. Mr. T. N. Chau, and the Hon. Mr. M. K. Lo, and as they reached the Memorial the Buglers from the 2nd Battalion the Royal Welch Fusiliers sounded the "Last Post" while the officers saluted and the men stood at attention. A little later, after a short silence the same Buglers sounded the "Reveille" and as the resounding echoes had died away His Excellency, the Officer Administering the Government, Sir Thomas Southorn placed a wreath at the foot of the Memorial and was immediately followed by Commodore C. G. Sedgwick, Squadron Leader Keary, Major-Gen. Thackeray, Hon. Mr. N. L. Smith, (S.C.A.), The Hon. Dr. S. W. T'so, the Hon. Mr. T. N. Chau and the Hon. Mr. M. K. Lo (members of the Council), the Hon. Mr. M. K. Lo and Dr. Li Shu Fan (Sanitary Board). Representative of the District Watchmen, Mr. Peter H. Sin (Tung Wah Hospital), Mr. Ng Wah (Po Leung Kuk), Mr. Lee Sing Kue, (Chinese Chamber of Commerce), Representative of the Chinese Police Reserve, Officer in Charge, Chinese Section, 40 Company Royal Engineers, and representative of St. John Ambulance Brigade.

At the ceremony were also Lady Southorn, accompanied by Mr. J. H. B. Lee (Private Secretary), Hon. Mr. R. H. Kotewall and other members of the Council and Chinese Committee members of the Po Leung Kuk, Tung Wah Hospital, District Watchmen and others.



King Victor Emmanuel III. of Italy who has just completed his 68th year. He has been on the throne since July 1900.

TENSION IN  
SHANGHAIRepetition Of 1932  
Incident Feared

Shanghai, Nov. 7. An atmosphere of intensely high tension prevails here following the recent Japanese activities, demands and threats, writes the Neural News Agency Correspondent. Japanese soldiers in groups of 10 and fully armed are going about searching for suspected anti-Japanese propagandists in the Nanshan and Chen-Jui suburbs. Several educational institutions, including the Fu-tan and the Chinese Universities of Greater Shanghai have been removed to foreign concession areas, as the 1932 Sino-Japanese conflict is expected to be repeated soon.

Generalissimo Chiang Kai-shek's recent secret trip to Nanchang is stated, to make necessary arrangements in anticipation of the Central Government being moved there, in the event the outbreak of war.

Central News Agency.

DARK OUTLOOK  
IN AMOYJapanese Marines  
Take Central Bank

Swatow, Nov. 11. It is reported here that the Japanese have increased their warships in Amoy harbour and have also taken possession of the Central Bank, which is now being guarded by Japanese marines. High tension has been created in Hankow due to the fact that more Japanese gun-boats have arrived there during the past week.

Certain officials of the South-west Government have expressed their opinion that if war again breaks out between China and Japan, the Japanese will not only invade Shanghai, but also Amoy, Hankow, Peiping and Tientsin.

Central News Agency.

PARTY ON BOARD  
DORSETSHIREIn Honour Of  
Wedding Of Royal  
Couple

Shanghai, Nov. 7. With the arrival of the H.M.S. Dorsetshire a day or so ago from Japan there will be a round of social affairs with young officers paying gallant attention to Shanghai's young maidens.

In celebration of the royal marriage and also to introduce officers to social Shanghai Captain A. J. I. Murray entertained last evening with a cocktail party aboard ship and among the young ladies invited to meet the officers were:

Miss Billie Smith, Miss Joyce Middleton, Miss Beryl Drakeford, Miss Cecil Dawe, Miss Barbara Stranack, Miss Daphne Stanion, Miss Mary Louise Newman, Miss June Heygate, Miss Kay Lucas, Miss Lorna Lucas, Miss Wendy Ramsey, Miss Marjorie Parsons, Miss Mollie Parsons, Miss Ethelwynne Hawkins, Miss Betty Rowe, Miss Heather Bell, Miss Audrey Foxler, Miss Iala Chieri, Miss Mary Chieri, and Countess de Courcelles.

NEW CURRENCY  
POLICYFull Support By  
Merchants

Nanking, Nov. 9. The new currency policy, as announced recently by the Ministry of Finance, has won complete confidence and whole-hearted support of the Nanking merchants and business men.

At a joint meeting of various local trade unions and guilds, which was held here yesterday afternoon to discuss the new currency policy of the Government, a resolution was adopted to send a telegram to the Ministry of Finance, pledging full support to the new financial measures.

Meanwhile, it was decided that the Ministry should be petitioned to institute necessary reforms in the Chinese banking system, in order to make it an effective instrument for the promotion of commerce and industries, and to promulgate and enforce, as soon as possible, the new mortgage law, so as to strengthen the credit.

To prevent the fluctuation of prices of commodities, the meeting decided to organise a special committee to fix and investigate the prices. Various trade unions and guilds are also asked to urge their respective members to refrain from speculation.

Central News Agency.

SILVER TAKEN  
OUT

## Japanese Blamed

Canton, Nov. 11. Rumours are current here that over \$100,000 in Chinese and foreign silver coins, were smuggled out of the city by Japanese nationals in the early hours of Saturday morning. On receiving the report, Mr. Au Fong-pu, Commissioner of Finance, it is stated, immediately despatched patrol boats in chase of the smugglers' ship, but by the time the ship was sighted it was already steaming out to sea.

Central News Agency.

## CONGRESS DELEGATES

Dian, Nov. 9. General Ho Chu-kuo will accompany General Yu Hsien-chung to Nanking to attend the forthcoming Kuomintang Congress. General Yu is expected to arrive here from Tientsin, east Kansu, to-day.

General Chu Shao-liang, Mr. Ho Chia-chu, the representative of Sikang, and Mr. Lo Sang-chien-tan, the representative of Tibet, will fly here from Lanchow en route to the Capital to participate in the Congress. It is further learned.

Central News Agency.

FINANCIAL MEASURES  
IN SIAM

Siam, Nov. 9. In conformity with the emergency financial policy, as announced by the Ministry of Finance, the Siam Government promulgated yesterday the following measures:

(1) that no more silver coins will be paid out by the banks.

(2) the subsidiary coins minted in Siam will be kept in circulation as usual.

The local financial market remains steady, though there has been a slight rise in the price level of goods.

Central News Agency.

SINKIANG STUDENTS  
FOR NANKING

Nanking, Nov. 10. The second batch of Mohammedan students from Sinkiang, numbering 21, arrived here from Shanghai by train this morning.

They will enroll in the various Government colleges and universities in the Capital. The Mohammedan students have been sent to Nanking to pursue higher studies in accordance with the previous arrangement which was made between the Sinkiang authorities and the Ministry of Education. The first batch consisting of about 20 students arrived here several months ago.

Central News Agency.



King George II. of Greece has accepted an invitation to return to the throne and he is expected to leave England on Thursday.

COMMUNISTS IN  
SZECHWANFierce Fighting  
In Progress

Nanking, Nov. 9. Fierce fighting is taking place at Tienchuan and Lushan, on the border of Szechwan, between the Government troops and the communist bandit forces, under the notorious bandit chieftains, Chu Teh and Hsu Shang-chien, said Mr. Yang Yung-tai, Secretary-General of the Generalissimo's Provisional Headquarters, when interviewed yesterday by a representative of the Central News Agency on the present communist bandit situation in Szechwan Province. Mr. Yang arrived here from Hankow on November 1 aboard the s.s. Kiangsun.

According to Mr. Yang, General Liu Hsiang, Chairman of Szechwan Government and concurrently Commander-in-Chief of Bandit Suppression Forces in Szechwan, is now personally directing the operations against the communist bandits at the front. The 21st, 23rd and 24th Army corps under him have been despatched to the fighting lines to reinforce the Government forces, and the entire Szechwan air force has been daily assisting in reducing the fighting strength of the communist troops and destroying their strong-hold.

Mr. Yang added that the bandit suppression forces, under the personal direction of Generalissimo Chiang Kai-shek, combined with the Central Government and Szechwan Provincial Government forces, will succeed in beating the bandit forces under Hsu Shang-chien, Chu Teh and Mao Tse-tung. In Li-fang and Sung-peng, many block-houses have been built around the area to prevent the bandits from escaping.

Central News Agency.

VISIT TO THE  
SOUTH

## Envoys Satisfied

Nanking, Nov. 9. Mr. Tai Chi-tao, President of Examination Yuan, and Mr. Ma Chao-chun, Mayor of Nanking, returned here this morning from Canton by plane. They were greeted at the aerodrome by more than 200 persons, including Messrs. Chang Chi, Chu Cheng, Yeh Chu-tsang, Liang Han-chao, Wang Yun-ping and Shih Yip.

Shortly after arrival, Messrs. Tai and Ma proceeded to the Central Military Academy to report to Generalissimo Chiang Kai-shek, on the result of their trip to Canton.

Interviewed by a representative of the Central News Agency, Messrs. Tai and Ma said that the result of their trip to the South was very satisfactory. The Kwangtung C.E.C. members will shortly come to Nanking to participate in the Fifth Kuomintang Congress. Owing to the fact that they are not accustomed to air travel, the Kwangtung C.E.C. members will leave Canton on November 13 for Nanking by steamer. On account of the pressure of duties, General Chen Chi-tang will not come to the Capital to attend the Party Congress. Mr. Lin Yun-kai, Chairman of Kwangtung Provincial Government, will come here on behalf of General Chen. Messrs. Tai and Ma concluded.

Central News Agency.



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[3950]

HONGKONG GOVERNMENT  
RADIO TELEGRAPH SERVICE

FROM the 13th day of November, 1935, and until further notice, the charges for telegrams will be collected at the rate of Dollars 1.10 to equal Gold Franc 1.00.

[3957]

THE HONG KONG JOCKEY  
CLUB.

## NOTICE.

THE NOVEMBER HALF YEARLY GENERAL MEETING OF VOTING MEMBERS will be held at the Club House, Happy Valley, on Thursday, 28th November, 1935, at 5.30 p.m.

ALL MEMBERS are cordially invited to attend and participate in any discussion which may ensue.

By Order of the Stewards,

C. B. BROWN,

Secretary.

Hong Kong, 12th November, 1935.

[3954]

THE HONG KONG JOCKEY  
CLUB.

THE TWELFTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 16th NOVEMBER, 1935, commencing at 2.00 P.M.

The First Bell will be rung at 1.30 P.M.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 11th November, 1935.

[3953]

ALL READY FOR THE  
CONFERENCE

Nanking Nov. 11.

All is now ready for the opening of tomorrow morning of the Fifth Kuomintang National Congress postponed from last year. Over 400 delegates from all over China including several provincial governors and very high military commanders as well as representatives of Chinese communities abroad are already gathered at Nanking.

This number surpasses the attendance at any previous congress, while it is expected that the arrival of the South-west delegates some time to-day will also serve to emphasise the national character of the conference.

Subject to congress approval, the Central Executive Committee meeting this morning elected the presidium comprising nineteen persons including General Chiang Kai-shek, Mr. Wang Ching-wei, Mr. Lin Sen, General Feng Yuxiang, Mr. Sun Fo, Mr. Yu Yuen, Mr. Chan Chi and Mr. Tai Chi-tao.

Reuter.

## MORE RESIGNATIONS

Peiping, Nov. 11.

Following the recent resignation of Mr. Yuan Liang from his post as Mayor of Peiping, all the directors of different bureaux of the Peiping Municipal Government handed in their resignations during the past few days.

Mr. Chin Teh-chun, the newly appointed Mayor of Peiping, is now busy persuading the directors to carry on.

Central News Agency.

## CHAOS IN SWATOW

Swatow, Nov. 11.

Chaotic conditions prevail here. Never in the past 70 years has Swatow experienced such conditions. China's new silver currency policy has affected all business houses. During the past few days several shops, including several exchange banks, have closed their doors.

Sensational News.

Editorial and Business Office: 11  
Ice House Street, Tel. 30251.  
Night Editor (Wancan Office):  
Tel. 24511.  
London Office: 53, Fleet Street,  
E.C.4.

## The Daily Press.

HONG KONG, NOVEMBER 12, 1935.

## PROGRESS IN CHINA

A survey of the rapid progress made by China during the last few years is not without interest, especially when cognizance is given to the fact that there had not been a single day when she was not surrounded by troubles, both domestic and foreign. The ravages made by the communists had done much to retard her progress, and although this menace is not totally eradicated, still it is much checked. Added to this was the harassing time caused her by Japanese aggression in the North, and there were other natural calamities in China such as floods, drought, plague and famine, which annually destroy valuable crops and other property and caused considerable damages and casualties. Nevertheless the Chinese, with characteristic fortitude have repeatedly and successfully been able to overcome all obstacles and have undertaken one reconstruction scheme after another.

Through repeated successes, military as well as political, the National Government has been able to steadily and impressively extend the area under its control. The unification of the national finance, though not completely realized, has been carried into effect to a far greater degree than in any previous period. To increase Government revenue, various means have been employed by the Ministry of Finance, but the chief one among them is the taxation reform. In all measures of taxation reform, the Government's object has been to consolidate the tax service and to simplify the process of collection and inspection as far as possible.

To-day, China possesses a simple, unified and relatively logical system of national taxation. Compared with the multitudinous tax offices of the past, the administration of all national taxes is now consolidated into only three administrations—Customs, Salt and Internal Revenues.

As an example of the efforts of the Central Government in helping to reform the financial structure of the provinces, the case of Szechuan may be cited. For some time past, this western province, the largest and perhaps the richest in the country, has been considered as an almost independent region beyond the reach of the National Government. With the recent unification of military control in that province under the National Government, however, the latter has taken steps to give the province a financial "new deal" by helping to unify its currency and generally bringing order out of chaos. Provisions have been made to redeem the outstanding provincial bonds and paper currency which were issued by the former military regimes and which had considerably depreciated. Measures have also been adopted to unify its currency by making the Central Bank notes legal tender in that province. Apart from enabling the province to avert complete financial disorganization, these measures of the National Government will, from an economic point of view, serve as a great impetus in developing industries in China's vast western territory.

In regard to the financial and currency situation created by the adverse effects of the world-wide economic depression and the rise of silver price abroad, the Government has striven to adopt practical measures to afford relief to the business community and the money market. The important aim of the new financial policy, as announced on November 4 by the Finance Minister, is therefore to centralize the issue of bank-note and reserve control. The action now being taken in China is similar to that of other nations in making Government bank-notes legal tender, and it will prevent a further drain of silver from the country. The announcement of the nationalization of silver was followed closely by the formation of the Currency Reserve Board which will undoubtedly gain the support and confidence of the people. There are several points which deserve the attention of every well-informed person in that country. First, the centralization of note issue by the Government banks is the best way

THE HONG KONG  
SINGERSRecital At The  
Cathedral

In the keeping of "Remembrance Day," the morning services at the Cenotaph and the churches were followed at night by a highly successful Recital by the Hong Kong Singers.

St. John's Cathedral was full to capacity last night when Mr. J. Anderson Miller, L.R.A.M., conducted a choir of over 70 people. The Hong Kong Singers are certainly to be congratulated on the very fine performance they put up last night, and the very appreciative audience that left the Cathedral could not help but say that the performance was a very praiseworthy effort on the part of all those concerned.

The choir were perfect and followed their conductor admirably, and showed marked expression in bringing out the very essence of their song.

The first song was "For the Fallen" which was excellently rendered by Mrs. J. Anderson Miller (soprano) and Rev. Cyril Brown (baritone) assisted by the full choir.

The next was Brahms "Requiem" which was very well sung, the choir bringing out a marked effectiveness of the very words of the song.

In bringing the Recital to a close the congregation stood up and sang, "For All the Saints." Mr. Lindsay A. Lafford, F.R.C.O., L.R.A.M., A.R.C.M. was at the organ and must be congratulated for the very able way in which he followed the choir.

At the conclusion of the Recital, a collection was made. The proceeds of which will be devoted to St. Dunstan's and the H.K. Society for the Protection of Children.

The next concert of the Hong Kong Singers will be a performance of the "Messiah" (Handel) with orchestra.

## OBITUARY

Right Hon Edward  
Shortt K.C.

London, Nov. 10.

The death has occurred of the Right Hon. Edward Shortt, K.C., a former Home Secretary, in his 74th year.

He has been President of the British Board of Film Censors since 1929.

In his early career he was Recorder of Sunderland from 1907 to 1918, M. P. (Labour) for West Newcastle 1910-1922, Chief Secretary for Ireland 1918-19, Home Secretary 1919-22.

Reuter.

## NEW RAILWAY BRIDGE

[Special to the "Hong Kong Daily Press" (Copyright)]

Moscow, Nov. 10.

A new railway bridge across the Irkutsk River near Omsk and which is the second track of the trans-Siberian Railway, has been inaugurated according to an official announcement here.

Since the viaducts across the great Siberian Rivers constitute a most vulnerable point of the trans-Siberian Railway from a strategic point of view, supplementary bridges will be provided all along the line as a precautionary measure.

Transoceanic Kua Min

out of the existing confused system, for at present not only are there many notes issued by Chinese banks, but also by foreign banks. This is the first and most important step towards the stabilization of national finance which will benefit every citizen in China as well as those trading with her. Secondly, the decree will tend to assist in the development of native industries and agricultural improvement by extending credit to farmers and industrialists in the country through Government banks. Another important factor is that foreign trade will gradually expand and China's unfavourable trade balance will be checked, eventually assisting to end the flow of silver from the country.

The financial market will not be the only section to benefit from the new policy but the general public as well. The stabilization of foreign exchange will tend to quiet the gold bar market and not permit abnormal fluctuations, such as have been witnessed recently.

TWO MINUTES'  
SILENCEObserved All Over  
Britain

London, Nov. 11.

In every town and village throughout Britain the 17th anniversary of the Armistice was commemorated with a form of service similar to that at the Cenotaph which was usually attended by members of the Royal Family, the Prime Minister, Opposition Leader, Lord Chancellor, Speaker, Ministers, ex-Ministers, High Commissioners, representatives of the Merchant Navy, and representatives of various religious denominations.

The service which was conducted by the Bishop of London was preceded by two minutes' silence during which business and other activities of all kinds all over the country were suspended.

The observance of this great silence, which is a most impressive feature of the Armistice ceremony, has not been weakened by the passage of years.

British Wireless.

## ROYALTY AT CEREMONY

London, Nov. 11.

Unsettled weather prevented His Majesty's attendance at the Cenotaph ceremony at Whitehall. The Duke of York deputised in the absence of the Prince of Wales in Edinburgh.

The Duke of Kent accompanied his brother, while the Queen and other members of the Royal Family watched the ceremony from the Home Office.

After the two minutes' silence, vast crowds led by the choir of Chapel Royal from Westminster Abbey joined in the service conducted by the Bishop of London. Detachments of the Navy, Army and Air Force formed a wide square around the Cenotaph.

Similar ceremonies were attended by large and reverent crowds throughout the country.

Reuter.

## IN SHANGHAI

Shanghai, Nov. 11.

The 17th anniversary of the signing of the Armistice was commemorated here this morning with the laying of a wreath at the Cenotaph on the bund by the United Services Association.

Brigadier General E. B. Macnaghten, President of the Association, delivered a brief speech at the ceremony, which was followed by the service held at Cathedral and was attended by a large gathering of local and foreign residents.

The annual concert will be held at the Lyceum Theatre by the United Services Association, in commemoration of the occasion.

Central News Agency.

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FINENo Imports Without  
Licences

Mrs. Roy Fox, whose address was given as the Angel Hotel, Cardiff, was fined forty shillings, at Croydon County Police-court recently, for landing at Croydon Airport from abroad "a small dog, black and brown, with a short tail" without the licence of the Ministry of Agriculture, and K.L.M. (Royal Dutch Air Lines), similarly summoned, were fined \$5.

Mr. A. N. Moon, who prosecuted, said that Mrs. Fox travelled from Berlin via Amsterdam, and the "plane" arrived at 1 a.m. She alighted carrying a very small dog, which, he understood, was commonly known as a German Pincher. Asked for the licence, she said that she understood that it had to be obtained on arriving. The dog was placed in quarantine.

Mr. Moon added that the Order of the Ministry governing the importation of dogs was made to prevent the landing of dogs suffering from contagious diseases, and particularly to prevent rabies.

In 1918, he said, there was an outbreak of rabies in Devon and Cornwall through an infected dog having been smuggled into the country. It took three years before the effects of that action were wiped out. In that time 319 other dogs were affected, and 358 human beings were known to have been bitten by affected or suspected dogs.

Mrs. Fox, in evidence, said she was not aware that she had to have a landing permit for the dog, but knew that it would be quarantined. She spoke to someone at the Ber-

SILVER DECREE HELPS  
SPECULATORSSmuggling Reported In  
The North

Tientsin, Nov. 11.

Taking advantage of the situation arising from the announcement of the Government's silver decree, the unscrupulous merchants and nationals of a certain country in Tangshan have redoubled their efforts in silver smuggling, as is evidenced by their purchase of a large amount of silver dollars for the past few days, a message from the mining town along the Peking-Tientsin line.

It is reported that not only the value of silver and copper coins in the town has risen considerably, but also the prices of commodities have gone to high levels. The prices of rice and other daily necessities have risen about 30 per cent.

The efforts of the local Chinese authorities to curb the activities of the selfish speculators have, however, met with no success, the report further stated.

Central News Agency.

## TSINAN UPSET

Tsinan, Nov. 11.

As a direct result of the announcement of the Government policy for the nationalization of silver on November 4, the monetary market here experienced a slight disturbance yesterday.

Coupled with the sudden rise in the value of copper coins in the city, the prices of commodities have risen considerably. Owing to the tightening up of money circulation, many shops here have closed their doors.

All the commercial firms here have experienced some difficulty in carrying on their business as the banks refuse to extend them credit loans. In view of the situation, the local Chamber of Commerce yesterday requested the Departments of Finance and Reconstruction of the Shantung Government to accord credit loans to the commercial establishments so as to relieve the market.

Central News Agency.

ROME FEAR FOR THE MEANING OF  
LOCARNOUnwilling To Lose  
Vital Link

(Special Air Mail Service)

London, Oct. 22.

In spite of other preoccupations Italy remembers that this is the 10th birthday of the Locarno Pact. Thoughtful Italians are worried about reports in their Press that Britain may reconsider the Treaty and propose changes.

They believe this would diminish its importance and enhance that of the League. Their uneasiness is based upon the conviction that relations between London, Rome, Paris and Berlin would be severed if Locarno were altered.

Locarno, it is held, is the only real guarantee of peace, and with Italy's future at Geneva uncertain, is more than ever the vital link between the great European Powers.

This view is prompted by a suspicion that Britain means to wash her hands of European politics, and no responsible Italian can envisage the possibility with indifference. Even while attacking Britain Italy still looks upon her as a decisive factor in the European system.

The fact that Signor Gayda has chosen Locarno as the subject of his inspired article in to-night's "Giornale d'Italia" shows that the Italian Government is thinking along much the same lines as the man in the street.

In sharp contrast to recent attacks upon British policy, he writes: "It is no longer a question of the wretched Abyssinian affair and the Covenant. It is a question of laying the foundation for the whole spiritual and political system of Europe to-morrow."

In aerodrome as to whether there was any fare to be paid for the dog. Nothing was said when she changed planes at Amsterdam. "No one could help seeing the dog," she added.

## BANK NOTES WITHDRAWN

Chungking, Nov. 11.

No less than \$30,000,000 worth of bank notes issued by the native banks in Szechwan, have been withdrawn from circulation by the Chungking Branch of the Central Bank of China.

It is learned that there are still more than \$1,000,000 worth of native bank notes now in circulation in the districts in the province which have not been redeemed by the Central Bank. These, however, are expected to be withdrawn within one month.

Central News Agency.

## CONDITIONS IN CANTON

(From Our Special Correspondent)

Canton, Nov. 11.

Money changers are doing good business to-day in changing silver coins for notes and vice versa. They put a notice giving the rates for silver coins and bank notes, but it is clearly stipulated that they are unable to change any notes of ten, twenty, or fifty cent.

Neither the Kwangtung Provincial Bank nor the Canton Municipal Bank has sufficient supply of notes of small denominations to meet the demand, as silver coins are no longer considered as legal tender. A government paper claimed that up to Saturday the two government banks received \$2,000,000 in silver coins.

The Chinese banks are making money through this new scheme. They are paying out deposits in notes when the account is in silver. All deposits are in silver, which when changed into notes are worth twenty per cent more. With the silver the Banks buy notes and pay back the depositors. Thus they make a profit of twenty per cent.

Foreign banks in Shamen are asked to co-operate in accepting the notes of the two government banks. Formerly the Shamen banks took only silver coins in exchange for Hong Kong bank notes. At present export and import trade in Canton is disrupted.

Central News Agency.

ROME FEAR FOR THE MEANING OF  
LOCARNOUnwilling To Lose  
Vital Link

(Special to "Hong Kong Daily Press")

London, Oct. 20.

The new Governor-General of Canada, Lord Tweedsmuir, still more familiar as Colonel John Buchan, made very clear the essential difference between patriotism and false nationalism in his speech at the farewell luncheon given in his honour by the Royal Empire Society in London. Where he based upon love, nationalism was a vice, because it was based upon jealousy, suspicion and hatred.

The speaker's remarks on the word "Empire" were of particular interest to his hearers, for he will be remembered that when the Royal Empire Society adopted its present title a few years ago, there were murmurings in some quarters over the change from the name, Royal Colonial Institute. Lord Tweedsmuir said that he liked the word "Empire" for it had all kinds of noble and historical associations and was consecrated by great literature. He did not see why they should give up using the word merely because their Empire was of a different kind from any other empire in the past or present.

Empires Which Came To An End. The world had seen three British Empires. The first came to an end with the loss of the American colonies. The second came to an end with the first shots of the Great War. The third, an alliance of independent sovereign peoples, was now in full being. That Empire was passing, and they were approaching a fourth.

There would be an alliance of sovereign peoples, plus something more. It would be not merely an alliance; it would be a working executive partnership with a common policy for those matters which

concerned the whole British Commonwealth. The ideal of world peace, of a world federation, was a great idea, but it could not be realised in a day or at one bound. It must come by slow stages, step by step, and he believed that the Empire fellowship which they had created was one of the vital stages.

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## NEWS SUMMARY

The local Armistice Day celebrations were carried out yesterday at the Cenotaph with greater solemnity than ever. The Red Poppy was every where in evidence and after the laying of wreaths was over the officials laid a second one at the Chinese Memorial at the Public Gardens. Page 7.

The death occurred on Sunday after an operation of Mr. Edward Jones of Messrs. Butterfield and Swire. Deceased who was only 41 years of age leaves a wife to mourn his death. The funeral took place yesterday evening at the Colonial Cemetery. Page 7.

## LOCAL AND GENERAL

From to-morrow and until further notice, the charges for radio telegrams will be collected at the rate of \$1.10 to equal G. France 1.00.

An enjoyable tea-party was given to the Medical Delegates and Doctors at the Roof Garden of the Hong Kong Sanatorium and Hospital (formerly Yeung Wo Hospital), Happy Valley, yesterday afternoon by Dr. Li Shu Fan, Chairman of the Hospital. Among those present at the party were Dr. Li Shu Fan, Dr. Li Shu Fan, Dr. Wu Lien Teh, Dr. A. R. Wellington, Professor W. I. Gerrard, Drs. Gordon Thomas, T. C. Wong, C. H. Wan, W. K. Fok, S. N. Chow, T. Y. Lee, John Ma, and others.

LABOURS OF COMMITTEE  
OF FIVE

Responding to the powerful movement among the peoples themselves, all the States members of the League of Nations, at the General Assembly of the League, declared themselves in favour of the Covenant and pledged themselves to uphold it, and in these circumstances Italy did not dare to quit the League, although she endeavoured to undermine its authority. The suggestions of the Committee of Five appear in the light of recent events, to have helped Mussolini, who was only seeking to gain time. In fact, these suggestions constitute a veritable recompense for the aggressor at the expense of the victim of aggression.

The line of policy inaugurated by the Committee of Five is opposed to the policy of peace. It is contrary to the sincere desire of a large section of mankind, which abhors the whole colonial system because it perceives in the light of the Ethiopian affair that colonial conquest is one of the principal causes of war.

These suggestions of the Committee of Five are a danger for the weak nations and a profound deception for the oppressed peoples who see in the termination of imperialism conquests the commencement of their own freedom.

In the foregoing circumstances, after the violation of the Covenant of the League by Italy, the suggestions of the Committee of Five must be canceled. This cancellation, which would be one of the first sanctions against Mussolini, would remove all possibility of similar suggestions being utilised in future towards other countries.

It is not by bringing Ethiopia within the colonial orbit that the peace of the world can be saved, but by freeing the world from the colonial factor which is the cause of war and of oppression.

## PRODUCTS TAX

Canton, Nov. 11.

The Miscellaneous Products Tax Bureau yields more revenue than any of the other revenue collecting institutions here. The average income of this Bureau is reported to be from \$1,200,000 to \$1,500,000 monthly. A slight decrease had, however, been noticed during the past few months.

Neutral News.

concerned the whole British Commonwealth.

The ideal of world peace, of a world federation, was a great idea, but it could not be realised in a day or at one bound. It must come by slow stages, step by step, and he believed that the Empire fellowship which they had created was one of the vital stages.



## ERITREAN AND SOMALILAND FORCES CONFIDENT OF FORMING JUNCTION

## NEXT OBJECTIVE TO BE JIJIGA

## Drive In The Direction Of The Railway

Special to the "Hong Kong Daily Press" (Copyright.)  
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.  
Received, November 11, 4.30 p.m.)

Asmara, November 11.

In view of the recent successes attained by the northern and southern armies, Italian headquarters here report that they are supremely confident that the junction between the army operating from Eritrea and the Forces advancing from Somaliland is now only a question of time, although the realisation of this aim may be delayed by special military and political precautionary measures necessary in view of the proximity of the British and French frontiers.

The next objective of the southern army following the capture of the town of Salsabaneh on the Jorah River, a good hundred miles to the North of Goralah, which was reported to have occurred on Sunday, as expected will be Jijiga, the conquest of which it is believed will quickly be followed by the taking of Harar and Dire-dawa, which would give the Italians control over the Addis Ababa-Djibouti Railway.

The Negus, it is pointed out here, is evidently trying to avoid an open battle before the military and political effects of the sanctions make themselves felt.

The Abyssinians, however, it is said, if willing to offer battle at all, will be forced to fight on two fronts simultaneously.

Although the Italians expected that the Abyssinian Army is being concentrated at Amba Alatschi, where strong defensive positions have been prepared, Italian reconnoitring planes show that strong Abyssinian forces have been assembled there.

Transocean Kuo Min.

## ROME COMMUNIQUE

Rome, Nov. 11.

An official communique says that Abdel Krim's son, the so-called Mad Mullah, who fought the British at the beginning of the century, has submitted to the Italian troops in Ogasden.

The communique does not mention the capture of Salsabaneh but says that a light column of tanks ascending the Fafan valley inflicted heavy losses and captured munition materials and prisoners.

Reuter.

## ETHIOPIANS RETREAT

Addis Ababa, Nov. 11.

It is unofficially learned that the Ethiopians are in full retreat on both the northern and southern fronts. The Italians are reported to have captured Antalo, fifteen miles due south of Makale, while the mobile Italian forces are stated to be north of Dagabur some 115 miles north-northwest of Goralah and moving towards Jijiga, which is 55 miles east of Harar.

Reuter.

## CAUTIOUS ADVANCE

Asmara, Nov. 10.

The Italian right-wing divisions under the command of General Maravigna, are already said to have resumed the advance and it is expected that Santini after capturing Snelkot, will hold up the advance till the right-wing divisions reached Gheva River, tributary of the Taccaze.

The wild and almost impassable Adabo territory, extending westwards from Aksum to Taccasse,

is unoccupied by either Italians or Abyssinians since it is infested by a special sort of fly, whose sting causes instant death to the beasts of burden. Comparative slowness of the Italian advance, it is pointed out in military quarters, is dictated not only by the nature of the country, but also by the political and moral repercussions which the smallest reverse to the Italian arms would cause.

Transocean Kuo Min.

## COMPLETE DOMINATION

Asmara, Nov. 10.

With the successful conclusion of operations around Makale and the advance around the River Tafaan in the south to Salsabaneh, the Italian strategy is becoming clear. General Maravigna's army is now expected to execute a vast encircling movement to the left, to establish contact with General Santini and General Birrell and their forces and thus form a front along the Gheva River.

This should result in the complete cleaning-up of the country north of Takaze, enabling the main Italian army to concentrate for the next advance.

Makale's landing ground will be prepared for extensive flying operations. It will be converted into a modern aerodrome immediately and thus will enable an air force patrol over a much wider area than was possible heretofore, with all operating bases so far behind the lines of action.

## HOLD TRADE CENTRES

Tremendous importance is attached to the complete Italian domination of Makale and Dola, which are important market centres, and are the headquarters of a great salt trade. Salt blocks, it must be remembered, are extensively used for currency in Ethiopia, and the Italians now control the salt mines of Danakale.

While workmen are building the aerodrome at Makale and constructing roads from the bases to the new front lines, engineers will set to work from both ends, to link Danakale with the sea. They will push through this highway in the least possible time.

Reuter.

## FORMER KING ACCEPTS GREEK THRONE

London, Nov. 10.

King George II of Greece has accepted an invitation to return to the throne. The invitation was extended to him by three delegates from Greece at the Greek Legation to-day.

The King will probably leave England on Thursday.

Reuter.

## TO STOP IN PARIS

Paris, Nov. 11.

King George of Greece, who is expected to leave London for Greece on Thursday, intends to stop over two days in Paris, on the homeward journey, and will probably meet President Lebrun.

Transocean Kuo Min.

## NOVEMBER HANDICAP

London, Nov. 11.

The call-over for the November Handicap was 9/2 Crawley Wood offered, 5/1 taken, 100/12 Mistrat III and 18/1 Newton Ford, taken and offered.

Reuter.

## DONEGAL COAST TRAGEDY

London, Nov. 11.

Nineteen men, and women were drowned when an open boat struck the rocks in a fog near Burtonport, on the Donegal coast of Ireland.

The victims were mainly harvesters returning from Scotland to Arranmore Island.

There was only one survivor, and the victims included no fewer than eight members of one family.

Reuter.

## CHRISTIAN GENERAL DEFERS VISIT

Canton, Nov. 11.

General Feng Yu-hsiang has postponed his intended visit to the South. According to a telegram received here General Feng states that as the Southwest leaders have consented to send representatives to Nanking to attend the Fifth National Congress, he will call on General Chan Chai-long and General Li Chung-jen after the conclusion of the congress.

Neutral News.



Marshal Badoglio, Chief of the Italian General Staff, who recently visited Eritrea to discuss plans of the campaign.

## ARMY SERVICE PROBLEM

## Feeding Advancing Troops

(Special to the "Hong Kong Daily Press" (Copyright.)

Asmara, Nov. 10.

A tremendous organisation problem presented by the feeding of the advancing Italian northern army, is well illustrated by the big figures published here according to which 2,000 tons of provender including 250 tons of meat are consumed weekly by the troops at the front. Foreseeing difficulty in obtaining fresh meat in the occupied territory, the Italians have erected a refrigerating plant here from which 40 tons are despatched to the front daily on motor lorries on which there are 5,000 employed uninterruptedly daily for transport supplies.

One quarter million pounds flour is daily needed by the field bakeries for bread and not only this but also 40 tons of wood for fuel must be transported daily. Seven thousand mules are used for the final distribution of supplies in regions where there are as yet no roads, the fodder for them alone runs into the same figures per week as provender for the troops, making a total of 4,000 tons.

The work of the quarter masters is not lightened by the fact that the majority of the 40,000 Askaris are accompanied by their families who are also to be provided for.

Transocean Kuo Min.

## SILVER MARKET

(From Our Own Correspondent)

London, Nov. 11.

London Silver prices to-day were unchanged for Spot and 1/16 up for Forward as follows:

	Nov. 9	Nov. 11
Spot	29-5/16	29-5/16
Forward	29-1/8	29-3/16

London-New York cross-rate will not be quoted at night in future.

Transocean Kuo Min.

## ANOTHER U.S. ACT UNCONSTITUTIONAL

Harrisburg, Nov. 10.

District Judge John Paul has ruled that the Federal Act providing a moratorium on farm debts is unconstitutional in Virginia despite the amendments appended in the Act by the last Congress.

The Judge held that the Act deprives creditors of substantial property rights guaranteed under State law.

Reuter.

## BRIDGE OVER THE DANUBE

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.  
Received, November 11, 4.30 p.m.)

Belgrade, Nov. 11.

The great new bridge over the Danube River was formally opened here on Sunday, in the presence of the entire Cabinet and numerous members of the Diplomatic Corps.

Transocean Kuo Min.

## ADVENTURE IN THE AIR

## Kingsford Smith Still Missing

Singapore, Nov. 10.

There is still no news of Sir Charles Kingsford Smith. Another flight of Air Force bombers has been ordered to join in the search and will take off at dawn to-morrow (Monday).

Reuter.

## SEARCH CONTINUED

London, Nov. 11.

The search for Sir Charles Kingsford Smith and his co-pilot J. T. Pethybridge, who have been missing since Friday when they left Allahabad for Singapore on their flight from England to Australia, has so far been unsuccessful and is being continued under the direction of officers of the Singapore flyingboats.

British Wireless.

## MISS BATTEN'S ATTEMPT

London, Nov. 11.

Miss Jean Batten, New Zealand airwoman, left Lympne this morning on the first stage of a 3,000 miles flight of the Southern Atlantic from Thels on the West African coast to Port Natal in Brazil. It was her intention to fly non-stop to Casablanca.

The Southern Atlantic crossing was accomplished by James Molison in 17 1/2 hours and later by the Spanish alman, Senor Compo in 16 1/2 hours.

Miss Batten's plane is a Percival Gull monoplane with a cruising speed of 150 miles per hour.

British Wireless.

## LONDON DAY BY DAY

London, Oct. 20.

If it has done nothing more, the Abyssinian affair has effected a great improvement in Anglo-Egyptian relations. British diplomats anticipate that the future is more complete working arrangement concerning mutual interests in Egypt and adjacent territories. Military co-operation is assured in the event of any unforeseen emergency arising. There have been several diplomatic gestures on the part of Egypt in recent weeks which please Whitehall, where the revival of British influence in Egypt is regarded as an accession of strength which will be wisely used, and which, incidentally, is expected to be reflected on Anglo-Egyptian trade.

## NEW AIR ROUTE TO SOUTH AFRICA

It is learnt that a new all-Emperial air route from London to the Union across the Mediterranean to Alexandria, and with Durban as the terminus, is being investigated by the authorities. For the journey across the African Continent flying boats would be used instead of air liners, and the service would follow the Nile to the Great Lakes, on to Kilimindini, Mombasa, and thence to Durban. The time to be taken is estimated at 4 1/2 days.

## EARL WINTERTON AND THE WAR OFFICE

Official circles here are at a loss to understand the reason for Earl Winterton's criticism of the "very colloquial phraseology" used in a letter from the Director-General of the Territorial Army to T.A. and Air Force Associations regarding administrative changes. It was explained to me to-day that the letter in question was a semi-official communication sent out from the War Office in the hope that it might be helpful in explaining the changes in Territorial Army administration more fully than was possible in the official letter which was despatched about the same time.

## AN ARMENIAN ANNIVERSARY

Scattered Colonies of Armenians all over the world will be celebrating the fifteenth centenary of the translation of the Bible into Armenian, and in London two commemorative services have been arranged by the Archbishop of Canterbury at the request of the Armenian Patriarch of Jerusalem. At noon the vicar of the Armenian Church of St. Sarkis, Kensington, will celebrate the Armenian liturgy in St. Michael's, Cannon Street, and in the evening there will be a thanksgiving in St. Dunstan's, Fleet Street, when the Bishop of Jerusalem is to preach.

## OLD AND NEW

Working well in front of sche-

## PROSPECTS IN ELECTIONS

## Hopes Placed On Liberals

London, Nov. 10.

The continuance of the National Government has now become a plain issue in the General Election campaign, according to experts.

An uncommon factor is the way in which the Liberal vote, which will have a great bearing on the result, will be cast. The Government received practically the whole of the Liberal vote in the 1931 election, but the tendency is for the more radical section of Liberal opinion to join with Labour.

The Government is confident of holding a good many Liberal votes, but it is felt that any definite Liberal swing from the Government in any constituency where their influence is strong might result in the Government losing the seat, or holding it only by a narrow majority.

The National Liberal Minister Mr. Walter Runciman, who has been returned unopposed, has sent a letter to all National Government candidates, expressing the hope that all Liberals in divisions in which they are fighting will support them.

The Opposition Liberals are confident of retaining a good number of seats, while the Labour opposition expects to register success in many constituencies, but scarcely hopes to win the election.

Reuter.

## ANXIETY DIMINISHED IN SHANGHAI

## Japanese Shop Attacked By Crowd

Shanghai, November 11.

A Japanese porcelain ware shop in Nanking Road, in the centre of the shopping district of Shanghai, was attacked this evening by a crowd of Chinese who smashed the window panes and scattered anti-Japanese pamphlets. They fled before the arrival of the police.

Although the day passed without any other incidents, the anxiety of the Chinese populace was revived at nightfall when thousands renewed their baggage-laden flight from Chapel.

A large crowd of Japanese, including naval, military and civil notables, attended the impressive funeral rites at the Naval Headquarters this evening of Hideo Nakayama, the marine who was shot and fatally wounded while he was walking along the Settlement Road near Chapel.

The exodus from Chapel practically ceased later, and anxiety was considerably diminished following an assurance by the Japanese naval authorities that no direct action was planned despite the demand of the Japanese civic associations for stern measures.

The alarmist rumours that are floating about appear to be unduly fanned by buyers of real estate.

The arrival of the Japanese gunboat Ataka yesterday was described as a matter of routine as it brings the Japanese warships in Shanghai to four. This number, it is pointed out, is inadequate for any offensive steps.

## CALL ON MAYOR

The Japanese Consul General, Mr. Ishii, called on Mayor Wu Tchen and requested the Chinese authorities to co-operate and exert all efforts to apprehend the assailant of Nakayama.

The Mayor promised the fullest co-operation. Meanwhile the Japanese assistant naval attaché, Mr. Okino, emphatically asserts that the slayer of the Japanese sailor was a Chinese.

Reuter.

## EARLY SCENES

Shanghai, Nov. 11.

All last night the flight of Chinese from Chapel continued.

Following the appearance of Japanese marines in steel helmets and with full field equipment, panic spread through the native city bordering upon the Hongkew

area, which is the Japanese district in the International Settlement. It was here that the fierce fighting of 1932 developed, and Chapel has not forgotten the suddenness of that deluge.

All roads leading from Chapel into the Foreign Settlement were packed throughout the night by a stream of motorcars and rickshaws, loaded with household goods. Pedestrians, hordes of them, many in family groups and carrying all their worldly possessions on their backs, trekked into the Settlement.

At the Settlement approaches Sikh police and European officers, armed with rifles, keep close watch upon the refugees. They must guard against dangerous elements entering the city.

Reuters' representative, touring the streets by motor car, was repeatedly stopped by Chinese detectives who examined his credentials carefully before they allowed him to pass.

Meanwhile police are carrying on a house-to-house search for the man suspected of slaying the Japanese marine, or any other armed persons. Chinese police are collaborating closely with the Japanese authorities in this work.

It is generally felt that the nervousness of the Chinese in Chapel is not fully warranted by events, as the Japanese attitude hitherto has been restrained. Undoubtedly the situation is potentially dangerous, however.

Reuter.



**Ovaltine**  
puts roses in my cheeks

THE sparkling eyes and rosy cheeks of happy, healthy childhood are what every mother delights to see. And she can ensure this robust health for her children by making delicious 'Ovaltine' their regular daily beverage.

Scientifically prepared from malt, milk and eggs, 'Ovaltine' contains all the nutritive properties required to build up body, brain and nerves, and to create abundant energy.

But, it must be 'Ovaltine', and not an imitation made to look the same. There are very important differences. 'Ovaltine' gives more health-giving nourishment—more in quality and more in quantity. It is therefore most economical in use.



# SHANGHAI TAIL REFUSES TO WAG: 180 ALL OUT

## COLONY'S POOR DISPLAY IN SECOND DAY OF INTERPORT

### Eight Batsmen Dismissed For 84 Runs

#### BRILLIANT BOWLING BY DONALD LEACH

After gaining a lead of 33 runs over Shanghai in the first innings, Hong Kong collapsed deplorably before the brilliant bowling of Donald Leach and J. C. Jenkins, and at the end of play had only collected 84 runs in their second venture to a patchy wicket. Thus Hong Kong are only 117 runs ahead, and have G. M. R. Ricketts, G. S. Dunkley and F. D. Pereira to bat.

In dismissing Shanghai for 180, Hong Kong have to thank Pereira and Minu for inspired trundling after lunch, for at one period of the game this did not seem possible. At the fifth interval, the score read 139 for 4 wickets. It was then that Pereira and Minu claimed the remaining wickets between them, and skittled the rest of Shanghai out. Kermani, the ex-Hong Kong University cricketer played a brilliant 86 with hard-hitting and restraint admirably blended.

Against the bowling of Leach and Jenkins after tea, Hong Kong could do nothing. These two bowlers bowled unchanged, and Leach finished up a good day's work, with the following analysis: 17 Overs, 9 Maidens, 24 runs, 5 wickets, while Jenkins' read: 20 overs, 5 maidens, 46 runs, 3 wickets.

When lunch was taken, Shanghai had carried their overnight total of 56 runs for 2 wickets to 139 runs, but had lost two further valuable wickets in doing so. Booth resumed his innings in partnership with Kermani, but did not remain long, being taken behind the wicket by Ricketts fielding at first slip, off Minu.

Leach joined Kermani, and off the fifth ball from Minu sent the latter to the boundary with a brisk cut through the slips. Leach and Kermani continued to score steadily, it a trifle slowly, for Minu's bowling had to be treated with respect.

Ricketts relieved Minu, and off his second ball, Pereira at first slip snapped up a catch to dismiss Donald Leach. The total then read 103 for 4 wickets. Leach's personal contribution was 17. Together with Kermani he had added 41 runs to the total.

"Pat" Madar then joined the ex-Hong Kong University batsman who pulled Pereira to the boundary off the last ball. Madar broke his duck with a shot pass mid-off for a single. Pereira then changed his field bringing Hayward from mid-off to silly leg with Garthwaite in close proximity. With Kermani facing him however, Pereira reverted to his original field.

110 was hoisted up shortly afterwards, and Ricketts sent down a maiden over. Kermani hit Pereira for a single, then Madar faced the bowler, and was beaten to the wide by a fast ball, which however bounced harmlessly over the stumps.

#### KERMANI'S DISPLAY

Madar sent Ricketts to the Chater Road boundary with a lovely square cut. Garthwaite then relieved Pereira shortly before 12.45 p.m. His second delivery was pronounced a "no ball".

Garthwaite then took Hayward's place at silly mid-off, but both Madar and Kermani passed him with shots for singles. Off Ricketts bowling. In his second over Garthwaite was again no-balled, while Ricketts at the other end after he had delivered four balls, put three men on the leg side, while Finch was made to go to deep point.

With a boundary off Garthwaite's second ball, Kermani sent up his own individual half century, in an innings featured by his skill in facing fast bowling. Indeed he made Pereira's bowling mediocre in the extreme. "Pat" Madar then hit a four to the Chater Road boundary to send up 139 runs for Shanghai.

Shortly before the adjournment for lunch, Hayward called upon Pereira to bowl at the Naval Yard end, in place of Garthwaite. His very first ball went down for a leg bye to the boundary. Off the third ball down, Kermani played back to it and the ball was caught neatly by Dunkley, who appealed but the umpire gave "not out." Kermani glanced the next ball with a delightful stroke for four. Lunch was then taken with Kermani unbeaten for 57 runs, and "Pat" Madar 12 not out, in a total of 139 runs for Shanghai.

#### THE PLAY.

Minu, after getting Leach's wicket, bowled a maiden over to Kermani, who had now collected 80 runs. Elliott who came in next was most uncomfortable against Pereira's fast deliveries, and in the third over after Elliott had lashed wildly at the first two balls slung down as him, he was cleaned bowled with his third. Elliott had only contributed 4, 150-7-4.

Williams then joined Kermani and snickered Pereira past Ricketts but Madar fielding deep saved a boundary. Facing Minu, who had his men spread all over the country, Williams was content to block the Hong Kong left hander for three deliveries, but off the fourth, he slogged to put the ball into the safe hands of Hayward fielding at mid-off.

The score read 151-8-1. The second ball down from Pereira nearly had Kermani, but the ball was deflected off the stumps. A lucky stroke to leg ruined Pereira's chances for a maiden over. Kermani made a glorious stroke to the Queen's Road boundary off Minu's third delivery, and followed it with a hard cut past the gully for a single. After Kermani had hit Pereira for a single, H. Madar faced Pereira and did not appear to be very comfortable. The first ball he never saw, and the second he luckily got round to leg. Kermani cut Pereira for a single, and Madar blocked the over out. 160 runs was sent up shortly afterwards, Kermani claiming 70 of this total. T. A. Pearce relieved Pereira. This proved to be an expensive move, for Pereira was freely hit by both Madar and Kermani. On one occasion Kermani hit the boundary but with the next one made a careless stroke. The ball was skied to the leg, the chance going begging as their wicket-keepers in the vicinity.

170 runs was then hoisted up, with Kermani hitting Minu for a four, making his score 80. In the next over Kermani's innings came to an end when he hit a ball off Minu to T. A. Pearce who made a spectacular running catch with the ball falling over his shoulders. Kermani received a great ovation when he returned to the pavilion, his personal contribution being 86, 180-8-36.

Jenkins did not remain long being smartly taken at first slip by Ricketts off Pereira, the innings thus coming to a close with Shanghai's total at 180. Hong Kong elected to have the same batting order, and at 2.55 p.m. Finch faced Elliott with T. E. Pearce at the other end. Elliott opened at the Naval Yard end, with Jenkins at the Supreme Court.

Finch drove Jenkins to the Queen Road boundary to send up the first ten. Both Pearce and Finch were batting steadily and off the last ball from Jenkins, Pearce very luckily snickered it pass Madar who dived full length in an effort to save the stroke. Finch had by now collected 10 runs for himself. Jenkins bowled with three men on the leg side, having Stokes, Booth and Leach there. Pearce neatly cut Jenkins for 2. Jenkins was "no balled" with his next delivery and the extra one sent down, was blocked.

#### FINCHER'S TEN

Leach then relieved Elliott at the Naval Yard end and sent down a maiden over. Pearce sent a sporter past Stokes. (Holding close in on the leg side) for a four off Jenkins that evoked much applause.

The next ball down spelt disaster for Hong Kong, for Finch in attempting to pull the ball to the leg, skied the ball to be caught by Kermani at the wicket. Finch had scored exactly 10 runs. 24-1-10.

T. A. Pearce joined his father to play out the remaining ball. In the next over from the same bowler, T. A. broke his "duck" with a carpet shot pass mid-off. Facing Leach for the first time in the second innings, T. A. played out a maiden over. P. Madar now came on for Jenkins and was cut for a single by T. E. Later T. E. slogged him for a four to Chater Road boundary, sending up 30 runs for Hong Kong. An adjournment was then made for tea.

Leach bowled a maiden over to T. A. Pearce on resumption. Jenkins being given the ball at the other end. He bowled a maiden over to T. E. Pearce. Leach followed up with another "maiden". Off the third ball from Jenkins, T. E. hit him to the Queen's Road boundary, to be greeted with ironic cheers from the public stands!

#### DULL CRICKET

The cricket at this period was anything but bright, Leach and Jenkins being treated with respect by both batsmen. With the boundary hit, T. E. brought his personal score to 20. Leach appealed for l.b.w. but T. A. was given "not out".

The crowd was growing impatient and derisively clapped T. A. Pearce when he played a maiden over to Leach (This was about the fourth maiden over Leach had trundled down in succession). T. E. Pearce snickered one round to leg which was only partly stopped by Stokes, and the crowd shouted "Go on, run!"

A single by T. E. Pearce and the 40 was up, at 4 o'clock. Jenkins bowled another maiden over. With the fourth ball down young Pearce cut Leach past the slips. The crowd clapped and cheered as he made a single run. Off Jenkins he obtained two with a square cut, and followed it with a drive to the Chater Road boundary.

#### T. E. PEARCE BOWLED

Off the first ball from Leach, T. E. in trying a big hit (quite possibly being affected by the bantering of the spectators) selected the wrong one, with the result that he was clean bowled. He received a great ovation on returning to the pavilion as his personal contribution was 28, 43-2-26.

A. H. Madar joined T. A. Pearce, and played out Leach's over. Pearce drove Jenkins to the Supreme Court boundary to send up the 50. In the next over from Leach, Pearce stepped across a straight one from the bowler, and was given marching orders. He had made 14 runs, taking 41 minutes in all. 53-3-14.

Garthwaite and Madar ran some short runs between the wickets but these successes were short lived for Jenkins cleaned bowled Garthwaite with a beauty, 56-4-2. Off Leach's first ball Madar ran two runs, then glanced one nicely to leg. Hayward faced the Shanghai skipper and luckily got one past Pat Madar in the slips, for a boundary hoisting the 60.

Madar did not last long, when he fell to the wiles of Jenkins, who was now bowling an immaculate length. The batsman put a ball straight at Booth playing at silly leg, who made no mistake with the chance offered. 63-5-4.

#### A "DUCK"

Playing Leach's first ball in the succeeding over, Hayward popped one up but Leach just failed to get there. From the fourth ball down, Hayward glanced the ball to leg and called a run. Pereira just got there in time as H. Madar made

a smart return to smash down the wickets.

With his third delivery Leach successfully appealed for l.b.w. against Pereira who had contributed a "blob," 64-8-0.

Ricketts now joined his captain while Leach altered his field having men placed in the country. Ricketts opened his account with a single off Leach. Booth then received rounds of applause for a fine piece of fielding in the slips.

Leach then cleaned bowled Hayward with one that came in from the leg. The batsman had only contributed 6, which was made in an innings featured for its solidarity, 67-7-6.

Minu came in to face Leach who he at once hit for a single to leg. H. Madar again was deservedly applauded for a splendid piece of fielding. Ricketts rather luckily snickered Leach for a four with the next ball to send up 70 runs. After a merry innings, though short-lived, which did much to raise the humour of the spectators, Minu left being cleaned bowled by Leach. 77-8-4.

Dunkley then came in and cut one for a four off Leach, sending up the 80. Stumps were then drawn for the day.

#### SCORE BOARD

##### HONG KONG—1st Innings.....213

SHANGHAI—1st Innings	
E. P. Humphreys, b Pereira	2
L. F. Stokes, c Garthwaite, b T. A. Pearce	34
S. R. Kermani, c T. A. Pearce, b Minu	86
R. Booth, c Ricketts, b Minu	2
D. W. Leach, c Pereira, b Ricketts	17
F. Madar, b Pereira	13
J. B. Leckie, c Dunkley, b Minu	1
J. B. Elliott, b Pereira	4
E. M. P. Williams, c Hayward, b Minu	1
H. Madar, not out	5
J. C. Jenkins, c Ricketts, b Pearce	0
Extras	10
No balls	8

Total	180
Fall of wickets—1 for 10 (Humphreys), 2 for 53 (Stokes), 3 for 64 (Booth), 4 for 103 (Leach), 5 for 140 (P. Madar), 6 for 145 (Leckie), 7 for 150 (Elliott), 8 for 151 (Williams), 9 for 180 (Kermani), 10 for 180 (Jenkins).	

Bowling Analysis	
C. Garthwaite	O. M. R. W.
F. D. Pereira	7 1 10 —
A. R. Minu	20 4 48 4
T. A. Pearce	13 1 3 4 2
G. M. R. Ricketts	10 4 13 1
*4 no balls	*1 no ball

##### HONG KONG—2nd Innings

F. C. Finch, c Kermani, b Jenkins	10
T. E. Pearce, b Leach	28
T. A. Pearce, l.b.w. Leach	14
A. H. Madar, c Booth, b Jenkins	4
L. C. Garthwaite, b Jenkins	8
A. W. Hayward, b Leach	8
Capt. Pereira, l.b.w. Leach	0
G. M. R. Ricketts, not out	8
A. R. Minu, b Leach	4
G. S. Dunkley, not out	7
Byes	1
No balls	2

Total (8 wickets)	84
F. D. Pereira 16 bat.	
Fall of wickets—1 for 26 (Fincher), 2 for 48 (Pearce T. E.), 3 for 53 (Pearce T. A.), 4 for 58 (Garthwaite), 5 for 63 (Madar), 6 for 64 (Pereira), 7 for 67 (Hayward), 8 for 77 (Minu).	

Bowling Analysis	
J. B. Elliott	O. M. R. W.
J. C. Jenkins	20 5 48 3
D. W. Leach	17 9 24 5
P. Madar	1 — 5 0

hard luck when he took a drop shot but Wolverton flung himself in the way to save a certain goal. Gosano was ever trying and his efforts were soon rewarded when he took the ball away on the right flank, dribbled through on his own, and crowned his efforts with a splendid goal.

The Services tried hard to reduce the deficit but could not get past the strong defence of the Rest, and the final whistle came with the score remaining at 5 goals to 3 in favour of the Rest.

The teams were as follows: Rest—Wong Wing, Lee Tin Seng, Strange, Robertson, Gough, Eastman, Bickford, B. Gosano, Lee Wai Tong, Tam Kong Pak and Tso Kwai Shing.

Services—Rowlands, Swain, Wolverton, Bower, Lawton, Clark, Baxter, Rose Higgins, Ridley and Baldry.

## CHARITY SOCCER MATCH

### Services Beaten By The Rest

A huge crowd turned out yesterday on the Club ground to witness one of the cleanest games seen this season when the rest of the League met and defeated a strong Combined Services XI by 5 goals to 3 in a Charity match in aid of Poppy Day Fund.

The game was played at a very fast pace throughout, with the final issue always remaining in doubt. Both the teams were very strongly combined and there was nothing to choose between them.

Just before the kick off Major General F. S. Thackeray, Acting G.O.C. shook hands with the players.

Barely had the game been 2 minutes old when a nice move by the Services on the left wing gave Ridley the opportunity to put the Services in the lead.

A minute later the Rest evened matters when Tso Kwai Shing lobbed the ball in front of the Services' goal, and Lawton in attempting to head clear, sent the leather into his own goal. However the next goal came within ten minutes play. Ridley received a good centre from Baxter and beat Wong Wing with a fine drive.

Undaunted by this set back, the Rest soon got going again and Lee Wai-tong manoeuvred into position and got his foot to a good shot and placed a beautiful grounder right to the corner of the net to score one of the finest goals of the match.

#### GOSANO IMPRESSES

Strange at left back started rather slow, but as the game progressed he regained his usual form and was simply impassable. Time and again he came to the rescue when Higgins and Rose were getting dangerous. Gough at centre half and Robertson were up to form, but they had a hard time in keeping Ridley and Baldry away.

Higgins as a leader was absolutely off form and could not do anything right, being but a shadow of his usual dashing self. He failed completely to combine with Ridley and Rose, and was often out of position when near the Rest's goal.

However, the Services played an excellent game, their defence having a lot to do with Lee Wai-tong and B. Gosano and Bickford, who were all playing splendidly. Gosano especially being instrumental in some delightful movements that resulted in the latter goals.

Rowlands in the Services goal showed excellent form and was called upon to save many hot shots from Lee, but between the two goalies on display, Wong Wing was slightly the better and safer. Were it not for his excellent keeping the result may have been different.

#### EVEN PLAY

After the four quick goals the game began to get very even with the ball travelling from end to end.

A nice move on the right wing gave Bickford the chance to rush in and take a hard drive at goal, but his shot just hit the upright and rebounded for Lee Wai-tong to net an easy goal.

After the interval the Rest started very confidently with a lead of 3 goals to 2. Gosano went right inside and Tam Kong Pak went left inner. This change seemed to suit Gosano better, who went on to play a great game. His combination with Lee and Wai Sing was pretty to watch. A good pass from Gough, Gosano transferred to Wai Sing who pushed the ball back to him to score the fourth goal for the Rest.

At this stage Strange was unlucky to be hurt and had to be carried off the field, but he soon revived and resumed play.

The Services got going and began to press; a nice move by Ridley gave Higgins the ball, but as he was too well marked to be effective, he transferred to Baldry who drove in a pile-driver which Wong Wing never saw. They tried to get on even terms but Strange and Tin Seng refused to desert to Rose and Ridley.

Play was transferred to the Services territory and Gosano had

(Continued on Previous Col.)

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## YACHTING NOTES

Azuma Wins Night Race  
Round Tonku & Lantau

(BY SHELLBACK)

On Saturday night the Yacht Club held their first night race of the present season for cruisers and four tonners sailing over a 53 mile course round Tonku and Lantau Islands. The course was set "either way" so that helmsmen had the choice of going through Capsulmun Pass, past Castle Peak, round the Tonku light which is about five miles west of Castle Peak, down the Canton River estuary and so back south of Lantau past Cheung Chau, or if they so elected, the other way, and the choice was a distinctly difficult one, since there were four different tides to compete with and the final result was bound to depend on whether one had the tide behind one for a majority of the stages of the course.

For those interested in such subjects, it was a very pretty problem; according to the official tables, high tide would be a 8.01 p.m., so that starting at 1.30 p.m. from the Yacht Club anyone electing to go North about would have about two and a half hours of fair tide to get down the harbour, through Capsulmun Pass and so far on the way to Tonku light as possible before the tide started to turn against him on the ebb. After turning Tonku he would have the ebb tide until 3 a.m. to help him down the Canton River estuary and well on the way along the south shore of Lantau.

On the other hand if one elected to go round the course south about, then the prospect was that one would be exactly one tide late on each stage of the journey. In short the North route was the bold one for anyone wanting to do a quick trip, but it required sufficient wind to get you to the various points in time to take advantage of the favouring tides. The alternate route, going out via Cheung Chau was the conservative one, since if one assumed that winds would be light and the trip consequently a slow one, then you would probably have the tide behind you for most of the stages.

And how did all this theorizing work out in practice? Twelve yachts started off from the Yacht Club at 5.30 p.m. on Saturday, in a lightish N.W. wind. U and I and Monsoon were well to the fore on the beat down the harbour and it looked then as if South about was the obvious way round. However, by the time the western end of the harbour was reached, the wind had started to veer round to the north a bit, so that it was possible to lay Capsulmun Pass very nearly on one leg, close hauled on the starboard tack.

Here the fleet parted company, eight yachts deciding to take the bold course and had a shot at getting through Capsulmun Pass before the turning of the tide; the other four were more conservative and paid away for the Cheung Chau channel. The eight bold ones were led by Azuma who reached Capsulmun Pass at 8.30 p.m. Here it should be mentioned that the knowing ones had estimated that the tide would be one to one and a half hours late on the official tables. This forecast was born out in practice, so that Azuma got through the channel quite easily on the tide, Monsoon following next just got through on slack water, while Wanderer and Typhoon scrambled through on the beginning of the ebb. The other bold ones were not rewarded for their decision with the result that Norseman, Tern, Penguin and the Sai long had a somewhat protracted stay in the region of Capsulmun and Ma Wan, and acquired a lot of experience in the art of sailing and anchoring (also getting foul tide).

Of the four yachts that got through the Pass, Monsoon succeeded in losing the wind completely for about three hours under the Castle Peak shore, while the other three, Azuma, Wanderer and Typhoon justified the wisdom of their decision by sailing round the course in a very creditable time to occupy first, second and third places respectively, arriving at the Yacht Club between seven and ten o'clock on Sunday morning.

Of the four yachts which took the South passage, to wit, U, and

I, Mistral, Tavy II and Curlew, the last two named both gave up, while U and I and Mistral arrived within a minute of each other at 1 p.m. on Sunday; theory thus coincided with practice, as the more conservative helmsmen of U and I and Mistral arrived exactly one tide later on Azuma and Wanderer who went the other way round.

Actually as conditions stood on the sail down the harbour with a light N.W. breeze, the South route was the proper one to sail, the other being distinctly speculative. However, fortune favoured the bold and a hard N.E. wind which must have every bit of force 5, sprang up between 2 and 3.30 a.m. on Sunday morning, and blew until 7 a.m., so that those going North made very fast going down from Tonku Light and along the South shore of Lantau. Their more conservative opponents were thus faced with a long beat to windward from the South-West corner of Lantau Island up to the Tonku Light and they were unable to concede this advantage to yachts running free for the major part of the course.

On the other hand those that missed the tide at Capsulmun Pass very properly arrived behind U and I and Mistral, so that roughly speaking the yachts arrived back in three separate sections, the bold and ambitious who got to Capsulmun Pass in time (Azuma, Wanderer and Typhoon) finished in the first contingent, next the conservative and safe ones (U and I and Mistral) and in the last bunch, distinctly spread out, came the bold ones who went North and failed to arrive at Capsulmun before the golden gates of success were closed (Tern, Monsoon, Norseman Penguin and Sai Long). In fact, one of the few occasions when theory and practice work out with any degree of truth and a very useful lesson for yachtsmen on future occasions.

## RESULTS.

Yacht	Finished Corr.	Pos.
Azuma	07.19.20 07.12.25	1
(Mr. E. B. Lambert)		
Norseman	16.30.59 13.49.52	8
(Mr. L. F. Nicholson)		
U and I	13.00.40 12.31.24	7
(Comdr. D. Orr-Ewing)		
Typhoon	09.59.22 08.20.26	3
(Squad Ldr. Kear)		
Curlew	D.N.F.	
Tern	13.33.05 11.32.47	5
(Mr. P. F. Foley)		
Wanderer	07.59.15 07.44.46	2
(Mr. H. Tilley)		
Monsoon	14.47.10 12.28.48	6
(Mr. H. W. Duley)		
Mistral	13.01.27 11.04.18	4
(Mr. A. G. Dalziel)		
Tavy II	D.N.F.	

Penguin and Sai Long had not finished at 10.30. This is too late to off set corrected times of other yachts.

LONDON WELSH WIN BY  
A POINT

(Special Air Mail Service)

London, Oct. 22.

In spite of a great rally by Brydgend in the closing stages of their home match with London Welsh, they could not avert defeat, the visitors winning by a goal and two tries (11 points) to a dropped goal and two tries (10 points).

The strong finish of the Welsh club was remarkable, because at the time, indeed for the whole of the second half—they were without I. Owen, their full-back. They were 11 points down at the end of the first half, during which the London Welsh backs, in spite of a strong wind, controlled their passes admirably. All the three tries came as a result of sharp passing movements initiated by Maddocks, who played a clever game at scrum half. A. Rees, Gwynne, and R. J. Thomas went over in turn and V. Jenkins converted one of the tries with an excellent kick. A cleverly dropped goal by Glyn Evans was Brydgend's first score, but in the last few minutes Matthews added two tries and London Welsh were rather lucky to get home by a single point.

CHAMPIONS DAY  
IN SHANGHAIRadiant Morn's  
Superb Victory

Shanghai, Nov. 7.

There has always been magic for Shanghai in the word "Champions," and yesterday was no exception to the rule, despite all adverse circumstances that have come upon the city during the past months. Though perhaps attendance was not as great as in past years though there was no doubt that backers were more cautious, the Shanghai Race Club's Autumn Race Meeting's crowning day was every bit as attractive for the true racegoer as it has ever been.

If aught had been needed to make the meeting great, it was the superb victory of Radiant Morn in the day's big race. This pony, not over-distinguished to look upon, proved a Champion of Champions, with the heart of the greatest, and fleet of foot when it was required of him. Nothing could have more delighted the true lover of horseflesh than his brilliant win, darting from out the pack as the straight was reached to increase his lead with every stride till, at the winning post, he was four lengths of more in the lead, going away.

With this victory, F. (Peanut) Marshall rode his fourth winner in five consecutive Champions starts. In the Autumn Race Meeting of 1933 he first brought Opera Eve in a Champion, repeating in the spring of 1934. In the autumn of 1934 he managed a second with the same pony, vindicating this defeat by bringing Opera Eve in a Champion for the third time in the Spring meeting of this year. He has now ridden another Champion, Radiant Morn, who, from present indications at least, should do every whit as well as his famous predecessor.

Of the crowd yesterday, aside from the fact that it was a Champions Day crowd, little need be said. Enthusiasm was there, love of the sport was as ever evident. Fair ladies came and went, proving, as has been the case for some years, quite as expert in their choosing as their companions. But one touch was missing, though made up in part by a new broad-casting system. That was the military band concerts which have been so much a feature of former meetings.

The holder of the sweepstakes ticket No. 442, which drew Radiant Morn, received \$46,331.44. No. 4726 on Rochester received \$13,251.84; and No. 11142 on Boston Drill won \$3,825.92. All qualified ponies, whether starters or non-starters returned to the holders of their respective sweepstakes numbers \$324.80 each.

## LADIES YACHT RACE

Third Championship  
Series

The Ladies 3rd Championship Series was held by the Royal Hong Kong Yacht Club yesterday over a course of 8.3 miles, Kowloon Rock (S), Channel Rocks (S), Rumsey Shoal (P), Mark on Line (P), Channel Rocks (S), Club Line, with the following results:—

"A" Class—Started At 14.45

	Finished Pos.	Pts.	Ttl.
Carpenter, A1	16.53.48	4	9
(Mrs. E. R. Edwards)			
La Linda, A5	17.00.20	5	8
(Mrs. M. G. Keary)			
Joss, A3	16.47.47	1	13
(Miss M. Larssen)			
True Blue, A11	16.49.08	2	11
(Mrs. Ingle)			
Pat, A12	16.53.45	3	10
(Mrs. D. W. Perse)			

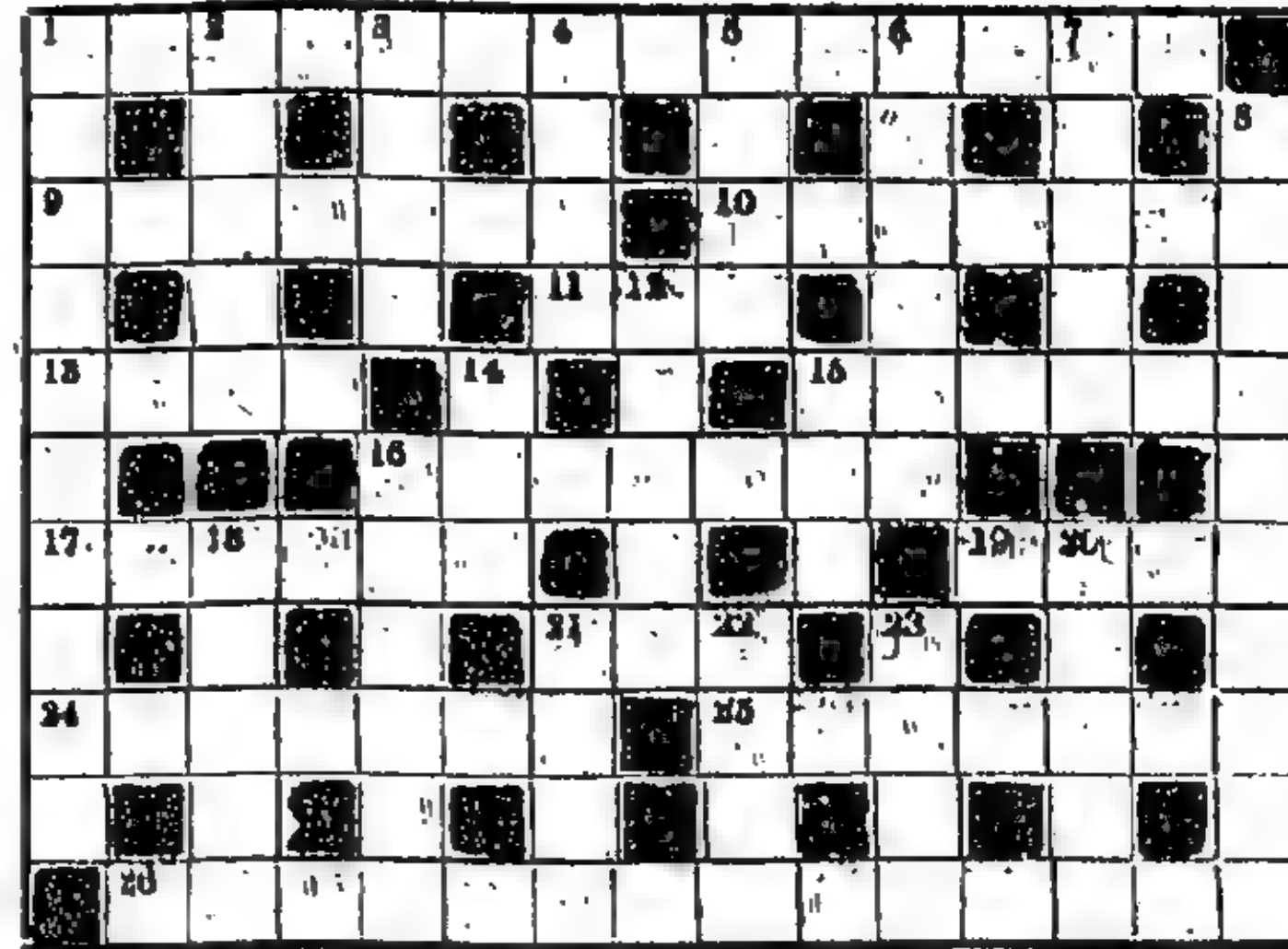
"I," "Y" And "G" Classes—Started At 14.55

	Finished	Corrected Pos.	Pts.	Ttl.
Stella, Y1	17.02.59	16.47.04	2	14
(Mrs. M. Ellerby)				
Robena, Y4	16.59.34	16.45.02	1	18
(Miss Gerrard)				
Widgeon, Y5	17.11.38	16.56.23	6	10
(Mrs. K. A. Bilderbeck)				
Zephyr, Y6	17.11.27	16.55.32	5	11
(Mrs. N. E. Hindson)				
Toynette, G2	17.20.20	16.57.30	7	9
(Mrs. K. H. Harrison)				
Sirius, G7	17.18.40	16.54.27	4	12
(Mrs. E. Cooper)				
Loia, G9	17.14.44	16.51.54	3	13
(Mrs. K. Wren)				

"H" Class—Started At 15.05

	Finished	Corrected Pos.	Pts.	Ttl.
Diana, H1	16.57.31	16.57.31	3	4
(Miss I. F. Ritchie)				
Colleen, H2	17.04.37	16.59.05	4	3
(Mrs. F. F. Foley)				
Talis, H3	16.54.58	16.54.58	1	7
(Miss B. Kirk)				
Dorothea, H9	17.02.58	16.59.00	2	5
(Mrs. S. D. Reay)				

## CROSSWORD PUZZLE



NOTE.—Figures in parentheses indicate number of letters in the words required.

## Across

- 1.—An outdoor exercise for children in three movements (14).
- 9.—This of trade is the difference between exports and imports (7).
- 10.—Not the kind of man to be caught bending (7).
- 11.—This tress may have a lot of hair, and it's apt to entangle (3).
- 13.—A royal Duke (4).
- 15.—Sally it is, but we certainly can't say it has any relation to Aunt (6).
- 16.—May be intense love or violent rage (7).
- 17.—To defeat by superior ingenuity (6).
- 19.—This, having the right to play first, takes the chief part, then (4).
- 21.—May be connected with several fims (3).
- 24.—This, being puffed up, is sure to bounce (7).
- 25.—Happy is the land where these fields are (7).
- 26.—It should be safe for ever considering "its recent build" (anagram) (14).

## Down

- 1.—Row-riding, appeals to fair riders mounted on a this (10).
- 2.—In these regions men have many trials, and bear with them (5).

KING'S PARK HANKOW'S  
CHAMPION

Hankow, Nov. 6.

The Champion Sweepstakes, which was run here to-day, resulted as follows:

- 1.—King's Park (Ho); 2.—Hoppy (Dupree); 3.—River Avon (Chen).
- The winning tickets on the dollar Champions sweep were: 1st Prize—7586; 2nd prize—10353; 3rd prize—11014.

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## DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange				Smearedromers Association			
Buyers	Sell	Size	Nominal	Buyers	Sell	Size	Nominal
SATURDAY, NOV. 9.							
<b>Banks</b>							
\$1,430	1,435	50	H. K. Banks				\$1,400
		2,044	Chartered Bank				\$1,044
		214	Overland Bk. of Ind.				\$214
		258	Do.				\$258
		212	Do.				\$212
\$70			Bank of East Asia				\$47
			N. O. & S. Bank				
			Am. O. Fin. Corp.				
			Ch. Fin. Corp. Ord. S.				
			Do. Prof. S.				
<b>Insurance</b>							
\$365	\$1.10		Canton Insurance				\$240
			Underwriters				\$1.05
\$645	\$4.05		Union Insurance				\$645
			China Fire				\$430
\$340	\$40.45	100	H. K. Fire				\$230
			International Assn. S.				
<b>Shipping</b>							
			Douglas				\$35
			Steamships				\$3
			Indus (port)				\$30
			Do. (dist)				\$11
			Ships				\$80
			Waterways				\$13
<b>Mining</b>							
			Antamoks				\$1
			Balato				
			Baguio Gold				14 cts
			Benguet Consolidated				\$13
			Do. Goldfield				8 cts
			Big Wedge				9 cts
			Gold River				54 cts
			Gold Creek				30 cts
			United Paracales				28 cts
			Salvador Mining				14 cts
			Ipo Mining				60 cts
			Itogons				30 cts
			Kailash				14
			Langkai (single) S.				\$104
			Exploration				224
			Shanghai Loans				33
			Hanco				\$10
			Venezuela Gold Flds.				334
<b>Stocks, Wheat, etc.</b>							
			H. K. & K. Wheat				\$27
			Do. (old)				\$28
			Do. (new)				\$1.07
			Provident (old)				10 cts
			Do. (new)				184
			H. K. & W. Wheat				78
			S. China Motors				54
			Shanghai Docks				\$78
			New Empress				34
			Longways				
<b>Land, Hotels, and Buildings</b>							
			H. K. Hotels				\$25.30
			Ch. Lands				\$35
			Do. 47 Debutures				\$98
			Shanghai Lands				
			Metropolitan Lands				
			H. K. Lands				15.40
			China Do.				
			Do. Debutures				
			Hampshire				\$10.10
			New Asia Hotel				\$25
			Asia Hotel				
			Do. (new)				
			Chinese Estates				
<b>Cotton Mills</b>							
			Shing				\$10
			Sing Cotton Mills				\$80
			Do. (new)				\$85
			Zhong Sing				\$11
			Wing On Textiles				\$25
			Public Utilities				
			Tramways				\$14.30
			Public Trans. (old)				\$84
			Do. (new)				\$32
			Star Furnace				88
			Yankee Furnace				87
			China Light				\$10.80
			H. K. Electric				\$114
			Meas. Co.				\$874
			Sandakan Light				
			Telephones (old)				\$24
			Do. (new)				\$10
			China Buses				
			Tramway				
			Do. (new)				
<b>Industries</b>							
			Malayan Sugars				
			Caldbeck				
			Macgregor (port)				
			Canton Ice				\$1.70
			Cement				
			Hopes				6.607
			Do.				\$4.35
<b>Miscellaneous</b>							
			Dairy Farms				
			Amusement				
			Ch. Entertainment				
			Constructions (old)				384
			Do. (new)				\$0 cts
			Lane Crawford				\$3.30
			Macintosh				\$1.14
			Nanyang Tobacco				4.856
			Rubber				55 cts
			Wm. Powell				
			Ch. Greyhound				
			S. U. Enterprise				\$1
			Ch. G. 1928/29 Bids.				39X
			H. K. Govt. 4% Loans				37%
			Do. 3 1/2				par
			Wallace Harper				
			H. K. Wing On				\$25
			S'hai Do.				\$41
			Vibro Piling				\$3

BROTHER AND SISTER  
WIN GOLF FINAL

## Youth Triumphed

London, Oct. 19.

A brother and sister partnership in Miss Gwendoline and John Graddock Hartopp, of the Cavendish Club, Buxton, won the Scratch Mixed Foursomes at Worpleston yesterday.

In the final of 36 holes they beat Miss Jean Hamilton, of Tandridge Surrey, and Stuart Forsyth, of Longniddry, near Edinburgh, by 2 and 1.

In all respects it was a magnificent match, in which the issue was in suspense until the last four holes. It then became a question of staying power, and, as is generally the case in such circumstances, youth triumphed.

Miss Hamilton and her partner cracked badly at this critical stage, while the Hartopps, seizing the position, crashed home some powerful shots.

The outstanding figure of the four players was undoubtedly Miss Hartopp, who fought, like a young ugress. Her brother has his sister to thank for the side's signal triumph. In command, she did most of the work.

After one of the bravest fights imaginable, the Hartopps finished the first round one up. A slender lead perhaps, but it was a far better result than at one time seemed possible. Losing the first three holes they gave, the impression that they would be severely trampled upon, but as events turned out this was an entirely wrong view.

In turning the tide of battle, the greatest possible credit is due to Miss Hartopp, who, never losing heart, gave the necessary encouragement and stimulus to her brother. Not only did Miss Hartopp hole the vital putts, but as the captain of the side, she proved herself a great tactician.

When the side were in difficulties she made no attempt at spectacular recoveries, but got the ball back on to the fairway without further ado. This policy paid handsomely, a notable instance being at the seventeenth, where the brother hooked up to his neck into bracken and gorse.

Miss Hartopp hacked the ball sideways on to the course, the brother hit an iron shot on to the green, and then the sister bolted the putt for a terrific half in 4. Great cheering greeted her magnificent effort.

Miss Hartopp is a putter of distinction. Having taken the line, she tilts her head to the right with the left eye fixed on the back of the ball. There is no looking up to see what has happened to the putt, the head remaining absolutely stationary until the ball has either rattled against the tin or come to rest.

## HOW PUTTS ARE MISSED

She maintains that more putts are missed because of the player's anxiety to see what has happened to the ball than anything else. Undoubtedly, Miss Hartopp is right, but in the determination not to look up she keeps her eyes fixed to the spot from which the ball was struck longer than any player I have yet come across— not excepting the case of Bobby Jones, whose putting principles are identical.

The opposition got a wonderful start, Miss Hamilton holing a putt of 15 ft at the first for a 3. Winning the next two holes, they were three up before the match had been in progress 10 minutes.

The Hartopps stemmed the tide by halving the fourth in 3 and securing a brilliant half in 4 at the next. Obviously they had found their feet. An opening was provided at the short seventh, where Miss Hamilton, whose rock-like steadiness has been a feature of the tournament, missed her first shot for three days. Half-hitting the tee shot she was short.

## MADE AMENDS FOR MISTAKE

But Miss Hamilton made up for this forgivable lapse by holing a long putt for a "birdie" 3 at the ninth. The side thus turned three up with a score of 35—two under bogey.

The homeward half was a triumph for the Hartopps, who not only wiped out their loss, but finished up with a small balance on the credit side. They launched the attack at the long 11th, where, following a great iron shot by her brother, Miss Hartopp holed the putt for a birdie 4.

She holed another putt at the 13th, this time for a two. This was only one down, but a pulled drive into the heather lost the side the 14th.

The winning of the 15th, as indeed were many of the holes, was a personal triumph for Miss Hartopp. She pulled a brassie shot into a bunker, and her brother, having got the ball on to the green, Miss Hartopp popped in the putt for a four to win this hole.

To the cheers of the crowd, the match was squared at the 16th, where it was the turn of the brother to hole the putt for the side's second two in four holes. And now to the 18th, which was a disaster for their opponents.

With Miss Hartopp hooking her drive into a private garden out of bounds, and thus incurring the full penalty of stroke and distance, there seemed little or no hope of saving the hole. But Forsyth sliced into the jungle and, after the side had hacked about in masses of undergrowth up to their knees, they lost the hole to a seven—an unbelievable state of affairs.

For 17 holes each side had a score of 67, but the 18th, where one took eight and the other seven, spoiled what otherwise would have been an extraordinarily fine score. Even so, a 74 for the Hartopps, and a 75 for the opponents was not to be sneezed at.

The afternoon round saw a partial break down of the wonderful putting of the Hartopp partnership. On each of three successive greens—eighth, ninth, and tenth—the side took three putts. Notwithstanding they lost only one of the holes. A stytle saved them at one, while the opponents obliged by missing a yard putt at the other.

Miss Hamilton and Forsyth squared at the third, where Miss Hartopp, too strong with her approach shot, went over the green. However, the Hartopps regained their lead at the seventh, where Forsyth, baulked by the other ball, ran three yards past with the approach putt.

Each side had a chance to win the eighth but John Hartopp missed from four feet and then Miss Hamilton did likewise. This was a bad break on both sides.

The valiant Miss Hartopp saved the ninth, where her brother mislaid his drive. She hit a glorious brassie shot to the green, and after her brother had played a timid approach putt, laid the opponents a stytle.

Th. Hartopps were still one up at the turn, each side having a score of 40—a striking disparity in comparison with the morning figures. They lost the tenth, where they again three putted.

## THE TURNING POINT

In every match there is always a turning point, and in this case it came at the eleventh, a hole which, instead of losing the Hartopps won. They had driven into the right hand bunker, whilst Miss Hamilton hit a beauty down the middle.

All that her side had to do was to put the third shot on the green and the hole was theirs. But Forsyth, on whose shoulder the blame must rest, hit a brassie shot straight into a bunker. This began a tale of disaster, for the side taking 7 lost the hole.

Though they did win the twelfth in 4, the damage had been done and it was not long before there were obvious signs of cracking. The first indication came at the fifteenth, where Miss Hamilton, afraid of the hook that was slowly creeping into her shots, made sure of hitting out to the right. Overdoing it, she was out of bounds.

Miss Hamilton then topped a brassie shot, and nothing short of an 8 would have sufficed for the hole. This was one up again to the Hartopps, who had regained their fighting spirit of the morning.

Nothing could now stop them, and when Miss Hamilton hooked her drive into the heather at the seventeenth all was over. Miss Hartopp made doubly sure by hitting a long iron shot five yards from the pin.

For the 17 holes of the second round the Hartopps had a score of 74, while the opponents were 78.

## LADIES' PARLIAMENTARY G.A.

The Countess of Brecknock won the Ladies' Parliamentary G.A. annual flag competition at Ranelagh yesterday. The Countess of Brecknock holed out at the 20th, second place being taken by the Hon. Mrs. Arthur Asquith, who reached the 20th green.

BETTER SHIPPING  
FIGURESHeavy Scrapping Of  
Old Vessels

(Special Air Mail Service)

London, Oct. 22.

Opinions will differ about the comparative importance of the several influences that have contributed to bring about a large reduction in the amount of idle shipping. Less than 500,000 tons net of British shipping are now laid up in the ports of Great Britain and Ireland, as is shown in the statement of the Chamber of Shipping published to-day; and of this amount 143,000 tons are in the shape of oil tankers. The present figures represent a decline in idle shipping of almost 100,000 tons within the last three months, and they are very different from the vast totals recorded within recent years. More than 1,500,000 tons net of British shipping were lying idle in this country two years ago and more than 2,000,000 tons in October, 1932. The contributory factors in this remarkable change have included an especially heavy scrapping of the older vessels, accompanied by only a small volume of construction; higher commodity prices, due partly to adverse reports on grain crops, which have encouraged distribution to replenish stocks, with a consequent expansion of the demand for freight space; the financial assistance accorded by the Government to a section of the industry and the resulting encouragement to owners to send their ships to sea; and, quite lately, an exceptional demand for tonnage arising out of the precautionary measures taken by the Government in the Mediterranean. Some of these influences, of course, may be expected to be more lasting than others.

Happily the larger volume of employment for British ships and crews this year has been associated with a distinct recovery in the rates for tonnage paid in the freight markets. This movement, in turn, is connected with the minimum rates of freight—one of the forms of the co-operation which the Government required owners to institute in order to qualify for financial assistance. The co-operation has been planned and carried out most effectively by owners, and has been of benefit not only to the British Merchantile but to the shipping of other countries as well. The conditions of working for large portions of the British industry have definitely improved this year; but, in order to be able to take a balanced view, it is necessary to remember that much more has yet to be done before the industry as a whole becomes remunerative, and that in some of its spheres of operation the state of British shipping is actually worse. This is true in particular of the situation in the Trans-Pacific trades. The fate of British liner services here is not only a matter of deep concern of this country, whose shipyards are already losing much valuable replacement work, but it also directly affects Canada, Australia, and New Zealand.

The New York Stock and Commodity Markets being closed yesterday, there were no cabled quotations. New York Stock Exchange Quotations appear on page 13.

**DUTCH RUBBER DUTY RAISED**

Batavia, Nov. 11.

The export duty on native rubber from to-day has been raised to twenty-nine guilders per hundred kilograms.

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In the "Strand Magazine" of March 1933, the well-known food expert, Miss Kathleen Dane, writes:

"Many children of the irritable, nervous type, owe their state to a deficiency of organic salts, particularly calcium, notwithstanding the fact that the dietary appears to be properly balanced. Such youngsters do well when the diet is reinforced by a well-retained mineral food, such as 'Kalzana,' which medical men all over the country are now recommending."

Your quickly-growing child needs extra calcium to help the formation of straight bones, healthy teeth, and a strong constitution. Start your boy or girl on a course of Kalzana—you will be surprised at the all-around improvement Kalzana effects. Irritability disappears, appetite returns and soon the formerly "difficult" child will be a happy, healthy youngster again.

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Obtainable at all Chemists and Stores.

SIR STAFFORD CRIPPS  
AS PROPHET1940 May Be Worse  
Than 1914

Sir Stafford Cripps, M.P., speaking at Bristol recently, said that 1940 might be worse than 1914. "Are we going to be content," he asked, "to allow ourselves to be governed by a National Government that is as ours is to-day, seeking a mandate for re-appointment? We are now going through precisely the same formula, and being asked to do, precisely, the same stupid things that we were asked to do in those years."





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#### OUTWARD SAILINGS

\* S.S. "OLDENBURG" for Shanghai, Yham, Kobe, Osaka, Dairen, Tokyo, Tsingtau, 27th Nov.

\* m.v. "KULMERLAND" for Shanghai, Dairen, Tokyo, Kobe, Osaka, Yokohama, Nagoya, 27th Nov.

#### HOMEWARD SAILINGS

\* m.v. "BURGENLAND" for Antwerp, Rotterdam, Hamburg, 24th Nov.

\* S.S. "NEUMARK" for Barcelona, Rdam, H'burg, 5th Dec.

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**NEW ZEALAND  
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(Special Air Mail Service)

London, Oct. 22.  
Our most distant Dominion has long been denied a place on the world's air routes. But New Zealand's isolation should shortly be overcome. We publish to-day an account from a Wellington correspondent of the proposal made to the New Zealand Government by the great American company Pan-American Airways for establishing a branch southwards of their projected trans-Pacific service. By it Auckland should be brought within three days of San Francisco. Since the fastest steamer on the same route to-day takes the best part of three weeks New Zealand naturally finds the scheme attractive, especially as Pan-American Airways ask for no financial help but merely for permission to bring their liners in. It is unfortunate that the final acceptance of the proposal has been delayed. Political difficulties have entered. The home Government had to be consulted, and it is known that negotiations for a general air agreement in the Pacific between Britain, New Zealand, and the United States are either now taking place or are expected shortly. From the British point of view the broad aim of policy is that if American air-lines are allowed to use British harbours, in the Pacific Empire services should equally be allowed to use American harbours. That no British air service across the Pacific is at the moment contemplated, while an American service is in view, is judged to be immaterial. Empire aviation must take a long view. So discussions will no doubt continue until an agreement of benefit to all parties is reached. But it sounds a little hard if New Zealand

**THE QUEEN MARY**  
Providing Work  
For All

Last month saw the anniversary of the launch of the "Queen Mary," next spring should see her begin her service across the Atlantic. The great vessel has not only provided orders and employment for large numbers, in the Clyde estuary, but has caused the wheels of industry to revolve more quickly throughout the country. Lancashire, for example, has supplied bed linen; Birmingham, a city almost as far from the ship, is supplying a large part of the lighting equipment; while from Yorkshire came oil, to make cores used in the making of castings for the equipment of various parts of the ship, and so on. It would, indeed, be difficult to find an industrial centre which did not have some share in the building of this ship.

The entire hull and upper decks of the ship are now practically complete, and the many kinds of craftsmen required have begun to carry out the interior decoration and equipment, which will, of course, be on the most lavish and up-to-date lines. A Sheffield firm recently produced a trophy (of silver, heavily gilt, 3 ft. high, and weighing nearly 500 ozs.), to be held by the ship, which wins the Atlantic blue ribbon, that is, which makes the fastest crossing of the ocean. Will the "Queen Mary" win the trophy for the country of its manufacture? Official circles keep absolute silence on the subject, but it will continue to be a matter of hope and discussion in unofficial circles till next summer.

land, out of consideration for distant policy, is not able to accept immediately an advantageous offer.

### ANY LETTERS FOR YOU?

Post Office Notice

F. A. Abraham (Valvoline Oil Co.), Asling Allum, Charles Ayrs (Ship Dartford, Mrs. H. Ballment, Miss Jean Baulderstone (c/o Australian Girls Touring The Orient), Almond Bearden, Capt. H. Bell (s.s. Louise Moller), Thoms, McGo, Brown, Mr. W. W. Burns (M/s Westmoor), Mrs. J. Campbell, Mrs. W. A. J. Campbell, T. S. R. Cheng Moon, James B. Fearon, Miss Jean, Forbes, Kowloon Co., Frank Fisher, V.R. Grace & Co., Rev. L. N. Green, Max Greenfield, Mrs. A. E. Hesketh, William Hing, Hong Kong Camphor Estates Co., Messrs India Far, East Express, Toean J. Ah Jones, Miss R. Johnson (c/o D. E. G. Nicholson), Charles Wm. King, Kluw. Karl (s.s. King Lee), Miss Geraldine Law, Mr. C. Leech, Q. S. Leonard, Miss Dorothy Lewis (c/o Young Australian League Girls Tour), W. L. Meaden, Mrs. A. J. L. Murray, J. P. B. Nergaard, H. M. Newhall & Co., H. L. Ocker-mueller, (Austrian Consul), Pan Pacific Oil Co., China Ltd., R. C. Pass, J. Porter & Co., Dr. Ramannand, Mission Hospital Tony Rangel, G. Roland, C. J. De Schipper, J. E. (c/o Buyd Co.), John Smith, L. F. Sumrall, A.J. Tabu-gara, E. A. Udy and W. Y. Cooke, M. K. Vajidhar, Violet Perfume Co., E. Vohringr, H. A. Wade, Mrs. L. Wright.

#### REGISTERED ARTICLES

Bank of Chosen, W. Bremann (Bremenhafen Co.), Mr. C. Buhler, Continental Bank p/p, John Dickinson & Co., El John, Mrs. W. S. Johnston p/p, Dr. P. J. Todd, (c/o Dr. S. F. Lee, p/p.).

#### RADIO TELEGRAMS

Wong Fai, 39 Yikyan Street, from Shanghai.

Aghaye Nasr, from Teheran.

Truquet Fernand, Hospital Fran-cals, from Saigon.

Fokhingtai, from Halphong.

Silvertho, from Papeete.

Lala Kollodiy, 8 Middle Road from s.s. Scharnhorst.

Kwan-yu-long, from Saigon.

Cheangwysam Prince's Terrace from Batavia.

2995, from Shanghai.

Mstar, from s.s. Hangsanz.

### ROYAL NAVY

(Special Air Mail Service)

London, Oct. 22.  
Approval has been given for H.M.S. Galatea to replace H.M.S. Despatch, as flagship of the Rear-Admiral commanding the Destroyer Flotilla of the Mediterranean Fleet. The Rear-Admiral, with his flag captain and staff transferred to H.M.S. Galatea on October 15. The Galatea will remain flagship of Rear-Admiral (D) throughout her present commission, being replaced in the Third Cruiser Squadron by H.M.S. Despatch.

The Galatea, a cruiser of the Arethusa type of 5,200 tons, was included in the 1932 naval programme. She was launched from Scott's Shipbuilding and Engineering yard, Greenock, in August, 1934, and completed to full complement for service in the Third Cruiser Squadron, on September 3 last. The Despatch was withdrawn from the Third Cruiser Squadron after the Royal Naval Review to relieve the Coventry as flagship of the Rear-Admiral commanding the Mediterranean Destroyer Flotilla.

On Saturday the Admiralty notified the following appointments:

Engr. Comd.—A. E. Kemp, to Devonshire, undated.  
Payr. Comd.—R. M. Bolster, to Enterprise, Oct. 25.

Royal Australian Navy  
Comr. (E.)—A. D. Cairns, to Exmouth, Oct. 31.

Royal Naval Volunteer Reserve  
Lt.—A. T. Morgan, to Winchester, Oct. 19.

#### NAVY APPOINTMENTS

London, Oct. 20.  
The following appointments were made by the Admiralty:

Cdr. (E.)—B. H. Crank, to Keith (Oct. 21); T. H. Crookshank, to Iron Duke (Oct. 23); and E. H. Vincent, to Vernon, for course (Oct. 23).

Engr. Comd.—H. F. de M. Hunt, to Vernon, for course; and F. H. Hall, to Drake (Oct. 28).  
Lts.—C. W. North, to Thruster (Oct. 16); J. C. H. Nelson, to Osprey (Oct. 17); and C. G. Walker, to Dolphin (Oct. 11).

Surgn. Lt.—J. W. Oliver, to Pembroke, for R.M. Infirmary, Chatham (Oct. 29).

Promotion  
Act. Sub-Lt.—J. B. King-Church, to rank of Sub-Lt. (seny. Sept. 10).

Retirement  
Surgn. Capt.—A. T. Rivers, placed on the Retd. List (Sept. 10).

### LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

	November 7.	November 9.
Paris	74 11/16	74 51/64
Geneva	15.12 1/2	15.14 1/2
Berlin	12.23	12.24 1/2
Athens		
Milan	60 1/2	60 19/32
Shanghai		1/2 9/16
New York	4.92 1/16	4.92 1/2
Amsterdam	7.24 1/2	7.25 1/2
Vienna	118 3/16	
Prague		
Bucharest		
Madrid	36	36 3/32
Lisbon		
Hong Kong	1/5 13/32	1/41
Brussels	29.11	19.13
Montevideo		
Belgrade	4.97 1/2	4.97 1/2
Montreal		
Yokohama		
Helsingfors		
Rio		
Buenos Aires	29 5/16	29 5/16
Silver (Spot)	29 1/2	29 1/2
Silver (forward)	34 1/2 104 1/2	
War Loan		

### Closing Quotations

November 9, 1935.		On New York:	
On London:		Bank Bills, on demand 3/7	
Telegraphic Transfer	1/5	Credits, 60 days sight 3/4	
Bank Bills, on demand	1/5	ON BATAVIA:	
Bank Bills, 4 months	1/5	On demand	4/1
sight	1/5	ON PARIS:	
Credits, four months	1/5	Bank Bills, on demand 3/30	
ON SHANGHAI:		Credits, 4 months sight 15/7	
On Demand	114	ON SAIGON:	
ON SINGAPORE:		On demand	3/2
On Demand	60 1/2	ON MANILA:	
ON JAPAN:		On demand	6 1/2
On Demand	121	ON BANGKOK:	
ON INDIA:		On demand	13 1/2
Telegraphic Transfer	1/5 1/2	SOVEREIGNS, Bank Buying	1/5 1/2
Bank, on demand	1/5 1/2	Rate	1/5 1/2
		BAR SILVER, per oz.	29 5/16

### NEW YORK STOCK EXCHANGE

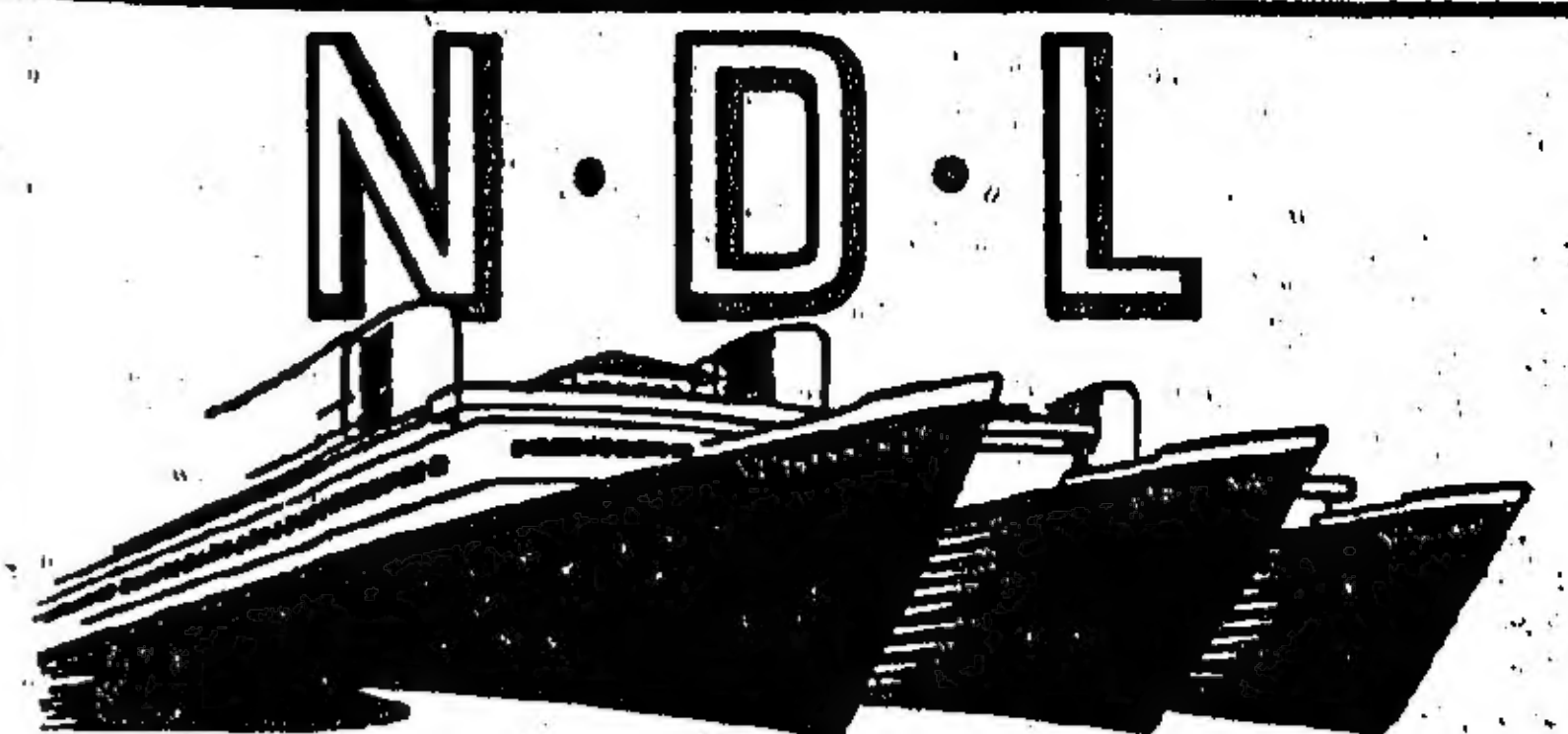
(Through Reuters Agency)

#### QUOTATIONS

New York, November 10.		High		Low		Last		Today's		Change	
New York/London Cross-rate	4.92 1/2	4.92 1/2	4.92 1/2	4.92 1/2	4.92 1/2	4.92 1/2	4.92 1/2	4.92 1/2	4.92 1/2	up	Steady
New York Cotton—Dec.	11.41	11.34	11.29	11.40	11.41	11.41	11.41	11.41	11.41	11	up
New York Rubber—Dec.	13.20	13.34	13.35	13.34	13.34	13.34	13.34	13.34	13.34	.03	off
Chicago Wheat—Dec.	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	.03	off
Chicago Corn—Dec.	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	69 1/2	.03	off
Montreal Silver—Dec.	65.96	65.90	65.85	65.80	65.80	65.80	65.80	65.80	65.80	.35	up
Silver—Official	—	—	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	unchanged	
Dow Jones Average	High—1934/35	Low: Nov. 8.	Nov. 9.	Change							
30 Industrials	145.40	144.88	144.25	144.36	.11	up					
20 Rails	59.96	57.11	56.69	56.54	.45	up					
20 Utilities	31.02	14.39	29.30	29.08	.32	off					
40 Bonds	97.47	84.73	96.34	96.24	.09	off					
11 Commodity Index	65.23	61.88	66.87	66.70	.03	up					
Business Done:—1,170,000 shares.											

Stock & Div.	Last Sale	Nov. 8	Nov. 9	Stock & Div.	Last Sale	Nov. 8	Nov. 9
Adams Express	9	9	9	Gold Dust (1.20)	17 1/2	17 1/2	17 1/2
Amer. Can (4)	144 1/2	144 1/2	144 1/2	Goodyear	23 1/2	23 1/2	23 1/2
Am. Cyanamid "B"				Int. Cement	34 1/2	34 1/2	34 1/2
(25dr)	28 1/2	29	29	Int. Nick (60)	11 1/2	11 1/2	11 1/2
Am. For. Pwr	7	6 1/2	6 1/2	Int. Tel. & Tel.	92 1/2	93 1/2	93 1/2
Am. For. Pwr \$7 1st				Johns Manville	26 1/2	27 1/2	27 1/2
Pf.	29 1/2	29 1/2	29 1/2	Kennecott (150)	49 1/2	49 1/2	49 1/2
Am. Locomotive				Loews (1)	25 1/2	25 1/2	25 1/2
Am. Radiator	19 1/2	19 1/2	19 1/2	Lorill (1.20)	93 1/2	93 1/2	93 1/2
Am. Smelting	57 1/2	57 1/2	57 1/2	Mott Ward	36 1/2	36 1/2	36 1/2
Am. T. and T. (9)	149	148	148	Nat. City Bk.	32 1/2	32 1/2	32 1/2
Am. Tob "B" (5)	105 1/2	104 1/2	104 1/2	Nat. Da. P. (1.20)	18 1/2	18 1/2	18 1/2
Am. Waterworks (1)	20 1/2	20 1/2	20 1/2	Nat. Distillers	32 1/2	33 1/2	33 1/2
Am. Waterworks \$6				Nat. Pwr. Lt. (80)	11 1/2	11 1/2	11 1/2
pref (8)	94	94	94	N.Y. Central	22 1/2	23 1/2	23 1/2
Anaconda Copper	21	20 1/2	20 1/2	N. Amer. (50c. 4 1/2)	27 1/2	27 1/2	27 1/2
Atch. T. and S. F.				Pac. Gas (1.60)	30 1/2	30 1/2	30 1/2
(25dr)	48 1/2	49 1/2	49 1/2	Pac. Lng. (3)	55 1/2	54 1/2	54 1/2
Auburn Automobile	37	37	37	Packard Motors	6 1/2	6 1/2	6 1/2
Baltimore & Ohio	14 1/2	14 1/2	14 1/2	Penn. Ry. (1)	28 1/2	27 1/2	27 1/2
Bethlehem Steel	43 1/2	43 1/2	43 1/2	Phll. Pkro (1)	35 1/2	35 1/2	35 1/2
Boeing Airplane	14 1/2	14 1/2	14 1/2	Pub. Ser. N.J. (280)	44 1/2	44 1/2	44 1/2
Borden Co. (1.60)				Radio Corp.	8	8	8
Borg Warner (1dr)	104 1/2	104 1/2	104 1/2	Rey. Tob "B" (3)	57 1/2	57 1/2	57 1/2
Case				Schenley	52 1/2	53 1/2	53 1/2
Canadian Pacific	9 1/2	10	10	Sears Roebuck	62 1/2	62 1/2	62 1/2
Caterpillar Tract	60	59 1/2	59 1/2	Soc. Vac. (80)	12 1/2	12 1/2	12 1/2
Ch. Nat. Bk. (1.40)	25 1/2	25 1/2	25 1/2	Srn. Cal. Ed. (1.50)	27	26 1/2	26 1/2
C'Peake Corp. (2.50)	45 1/2	51 1/2	51 1/2	Southern Pacific	18 1/2	18 1/2	18 1/2
C'Peake Corp. and				Stan. Btands (1)	15 1/2	15 1/2	15 1/2
Ohio (2.80)	45 1/2	49 1/2	49 1/2	Stan. Gas (1)	49 1/2	49 1/2	49 1/2
Chrysler (1d)	85 1/2	88	88	Sta. Oil NJ (1)	49 1/2	49 1/2	49 1/2
Col. Gas & Elec.	15 1/2	14 1/2	14 1/2	Ster. Pro. (2.80)	67 1/2	67 1/2	67 1/2
Comm. Solv. (.60)	19 1/2	21	21	Studebaker Corp.	31	30 1/2	30 1/2
Comm. Sthrn.	22	21	21	Texas C. Sulp (2)	31 1/2	31 1/2	31 1/2
Comm. Sthrn. \$6				Transamerica (1.12)	11	11	11
Cns. Oil (28)	69 1/2	68 1/2	68 1/2	Un. Car. and Carb			
cum. Pf. (8)	32 1/2	32 1/2	32 1/2	(1.40)	71 1/2	72 1/2	72 1/2
Cons. Gas N.Y. (2)	9 1/2	9 1/2	9 1/2	Un. Pac. Ry. (8)	95 1/2	95 1/2	95 1/2
Cont. Oil (25)	25 1/2	25 1/2	25 1/2	Un. Aircraft Corp.	20 1/2	21	21
Corn Prod. (3)	39	38 1/2	38 1/2	Un. Air Line Trans.	9 1/2	9 1/2	9 1/2
Douglas Aircraft	33 1/2	34	34	United Corp.	6 1/2	6 1/2	6 1/2
Du Pont (2.60)	138 1/2	139 1/2	139 1/2	Unl. Gas Impr. (1.20)	18 1/2	17 1/2	17 1/2
Elec. Bond & Share	17 1/2	17	17	Univ. Leat. Tob. (2)	68 1/2	68 1/2	68 1/2
Elec. Bond \$5 Pf (5)				U.S. Indus. Alcohol	48 1/2	47 1/2	47 1/2
Elec. Bond \$6 Pf (6)	74 1/2	76	76	U.S. Rubber	14 1/2	14 1/2	14 1/2
Fox Film "A"				U.S. Steel	47 1/2	47 1/2	47 1/2
Gen. Elec. (60)	37 1/2	38 1/2	38 1/2	Vandium	19 1/2	19 1/2	19 1/2
Gen. Foods (1.80)	33	32 1/2	32 1/2	Warner Bros. Pict.	8 1/2	8 1/2	8 1/2
Gen. Motors (1d)	58	58 1/2	58 1/2	West E. & M. (85)	92 1/2	92 1/2	92 1/2
Gen. Ry. Sigs (1)	36 1/2	36 1/2	36 1/2	Call Money	1 1/2	1 1/2	1 1/2

\* Elg \* ex. div. \* possible variation



**FAR EAST EXPRESS**  
PASSENGER AND FREIGHT SERVICE  
EXPRESS STEAMERS

Calling at:  
Marseilles, Barcelona, Southampton, R'dam, Bremen & H'burg.  
S.S. SCHARNHORST ... Nov. 22nd  
S.S. POTSDAM ... Dec. 27th  
S.S. STUTTGART ... Jan. 24th  
S.S. GNEISENAU ... Feb. 31st  
S.S. SCHARNHORST ... Mar. 27th  
S.S. POTSDAM ... Apr. 24th

#### FREIGHT STEAMERS

M.S. HAVEL ... Nov. 18th to M'les, C'blanca, R'dam, H'burg & Bremen.  
S.S. DONAU ... Dec. 1st to M'les, C'blanca, Amsterdam, R'dam, H'burg & Bremen.

#### ARRIVALS FROM EUROPE



## CHINA NAVIGATION

COMPANY, LIMITED.

SWATOW, FOOCHOW & SHANGHAI	"SINKIANG"	On 13th Nov, 10 a.m.
HONGKONG, SHANGHAI & HAIKOW	"SHANTUNG"	On 13th Nov, 3 p.m.
SWATOW, FOOCHOW & SHANGHAI	"CHEKIANG"	On 13th Nov, 10 a.m.
SWATOW, FOOCHOW & SHANGHAI	"TAIWAN"	On 13th Nov, 5 p.m.
AMOI & SHANGHAI	"HUNAN"	On 14th Nov, Noon
SWATOW, FOOCHOW & SHANGHAI	"KINGYUAN"	On 14th Nov, 3 p.m.
AMOI & SHANGHAI	"KWANGTUNG"	On 14th Nov, 10 a.m.
SWATOW, FOOCHOW & SHANGHAI	"SU'NING"	On 14th Nov, 3 p.m.
SWATOW, FOOCHOW & SHANGHAI	"KALANG"	On 14th Nov, 10 a.m.
SWATOW, FOOCHOW & SHANGHAI	"SZECHUEN"	On 14th Nov, 3 p.m.
SWATOW, FOOCHOW & SHANGHAI	"SOOCHOW"	On 14th Nov, 10 a.m.
SWATOW, FOOCHOW & SHANGHAI	"CHONGKING"	On 14th Nov, 3 p.m.
AMOI & SHANGHAI	"TS'ING"	On 14th Nov, 10 a.m.
SWATOW, FOOCHOW & SHANGHAI	"KUPPE"	On 14th Nov, 3 p.m.
HONGKONG, SHANGHAI & HAIKOW	"KUNGHOW"	On 14th Nov, 10 a.m.
AMOI & SHANGHAI	"KAYING"	On 14th Nov, 3 p.m.
SWATOW, FOOCHOW & SHANGHAI	"SU'YANG"	On 14th Nov, 10 a.m.
HONGKONG & SHANGHAI	"MUNAM"	On 14th Nov, 3 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to BUTTERFIELD & SWIRE  
Telephone 3031.

ALSO AND BAGGAGE CAN BE LIFTED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

## TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila, Thursday 14, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE &amp; TAIPING (OIL BURNERS)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON &amp; STEWARDESS CARRIED.

Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY 27/0 RETURN.

LONDON (via Australia) from 12/15-0.

(Australian Steamer on the line)

STEAMERS: In Port, 14 Nov, 17 Nov, 2 Dec, 5 Jan.

CHANGTE, 10 Dec, 17 Dec, 20 Dec, 5 Jan.

TAIPING, 3 Jan, 10 Jan, 13 Jan, 28 Jan.

CHANGTE, 11 Feb, 18 Feb, 21 Feb, 8 Mar.

AUSTRIAN-ORIENTAL LINE, LIMITED.

Sailings subject to alteration without notice.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

HONG KONG, CHINA &amp; JAPAN.

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## ADVERTISED SAILING FROM HONG KONG

NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.	
Haiyang, Douglas, November 12	
Kyodo Maru No. 20, O.S.K., Nov. 12	
Yokoyama, B. & S., November 13	
Tokai Maru, O.S.K., November 14	
Tsushima, J.C.J. Line, November 14	
Haita, Douglas, November 15	
Kwangtung, B. & S., November 16	
Canton Maru, O.S.K., November 17	
Kumagata, Jardine's, November 17	
Haining, Douglas, November 19	
Kayong, B. & S., November 23	
Husan Maru, O.S.K., Nov. 24	
Husan, Jardine's, November 25	
Fukushima Maru, O.S.K., Nov. 26	

Cebu.

Hopang, Jardine's, November 12

Cheking, B. &amp; S., November 13

Husan, B. &amp; S., November 15

Roohing, Jardine's, November 19

Daily.

Aeneas, B. &amp; S., November 12

Persius, B. &amp; S., November 12

Fuechow.

Hopang, Jardine's, November 12

Sinking, B. &amp; S., November 12

Cheking, B. &amp; S., November 13

Haita, Douglas, November 15

Forsing, Jardine's, November 19

Haining, Douglas, November 19

Szechuen, B. &amp; S., November 19

JAPAN (Direct).

Panama Maru, O.S.K., November 12

Kumagata, Jardine's, November 17

Atsuta Maru, N.Y.K., November 22

Hague Maru, O.S.K., November 23

Yuenang, Jardine's, November 25

Havre Maru, O.S.K., Dec. 7

Keelung.

Kyodo Maru No. 20, O.S.K., Nov. 12

Panama Maru, O.S.K., November 12

Jeff Davis, States Co., November 13

Canton Maru, O.S.K., November 17

Noto Maru, N.Y.K., November 17

Taiping, Dodwell's, November 17

Hosang, Jardine's, Nov. 24

Naku Maru, N.Y.K., December 1

Shanghai and Japan.

Taiyo Maru, N.Y.K., November 12

President Grant, A.M. Line, Nov. 13

Takada, B.I. (Apar), November 14

Emp. of Asia, C.P.S., November 15

Persius, B. &amp; S., November 15

Ranch, P. &amp; O., November 15

Tergata, Lloyd Triestino, Nov. 15

D'Artagnan, Messageries, Nov. 16

Franken, Melchers, November 17

Noto Maru, N.Y.K., November 17

Taiping, Dodwell's, November 18

Haita, Douglas, November 15

General Sherman, States Co., Nov. 30

Tokai Maru, O.S.K., November 26

San Francisco.

Taiyo Maru, N.Y.K., November 12

Pres. Jefferson, A.M. Line, Nov. 13

Oldenburg, Jabsen's, November 24

Niel Maerk, Jabsen's, November 26

Chichibu Maru, N.Y.K., Nov. 27

Kulmerland, Jabsen's, November 27

City of Batavia, Bank Line, Nov. 28

Bhutan, P. &amp; O., November 28

Taiwan, Thoresen's, November 28

Tilawa, B.I. (Apar), November 28

Emp. of Canada, C.P.S., Nov. 29

Valdes, P. &amp; O., November 29

Athos II, Messageries, Nov. 30

Conte Verde, Lloyd Triestino, Nov. 30

Florida, E.A. Co., November 30

General Sherman, States Co., Nov. 30

Pres. Coolidge, Messageries, Nov. 30

Naku Maru, N.Y.K., December 1

Isar, Melchers, December 6

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Taiwan, Thoresen's, November 28

Tilawa, B.I. (Apar), November 28

Emp. of Canada, C.P.S., Nov. 29



# CANADIAN PACIFIC

WORLD'S GREATEST TRAVEL SYSTEM

## CHRISTMAS HOLIDAY CRUISE TO MANILA

AND RETURN BY THE  
**EMPRESS OF JAPAN**  
£15 FIRST CLASS £11 TOURIST CLASS

FRIDAY, DEC. 20—LEAVE HONG KONG AT 7 P.M.  
SATURDAY, DEC. 21—EN ROUTE  
SUNDAY, DEC. 22—ARRIVE MANILA IN MORNING  
MONDAY, DEC. 23—IN MANILA  
TUESDAY, DEC. 24—IN MANILA  
WEDNESDAY, DEC. 25—LEAVE MANILA AT 5.00 P.M.  
THURSDAY, DEC. 26—EN ROUTE  
FRIDAY, DEC. 27—ARRIVE HONG KONG EARLY MORNING.

Full information from your own Agent or  
**CANADIAN PACIFIC**  
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Freight 20042, NAUTILUS: Freight Dept.  
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR  
**CUNARD WHITE STAR LINE**

**SAN FRANCISCO** via Shanghai, Japan Ports and Honolulu.  
TAIYO MARU ... Tuesday, 18th Nov. M'night  
CHICHIBU MARU ... Wednesday, 27th Nov.  
TATSUTA MARU ... Wednesday, 11th Dec.

**SEATTLE & VANCOUVER.**  
HEIAN MARU (Starts from Kobe) Monday, 25th Nov.  
HIRAWA MARU (Starts from Kobe) Wednesday, 11th Dec.  
**LONDON, MARSEILLES, ANTWERP, ROTTERDAM**  
HAKOZAKI MARU ... Saturday, 23rd Nov.  
TERUKUNI MARU ... Friday, 6th Dec.  
HAKUSAN MARU ... Saturday, 21st Dec.

**SYDNEY & MELBOURNE** vi Manila and Ports.  
KITANO MARU ... Saturday, 23rd Nov.  
ATSUTA MARU ... Saturday, 28th Dec.  
**BOMBAY** via Singapore, Penang and Colombo.  
TOKIWA MARU ... Thursday, 28th Nov.  
ANYO MARU ... Wednesday, 11th Dec.

**SOUTH AMERICA (West Coast)** via Japan, Honolulu, Los Angeles, Mexico and Panama.

**NEW YORK** via Panama.  
NOTO MARU ... Sunday, 17th Nov.  
NAKO MARU ... Sunday, 1st Dec.

**LIVERPOOL** via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.

**CALCUTTA** via Singapore, Penang and Rangoon.  
PENANG MARU ... Friday, 15th Nov.  
HAKODATE MARU ... Friday, 29th Nov.  
LISBON MARU ... Sunday, 8th Dec.

**SHANGHAI, KOBE & YOKOHAMA.**  
HARUNA MARU ... Friday, 22nd Nov.  
ATSUTA MARU (Nagasaki direct) Friday, 22nd Nov.  
KATORI MARU ... Saturday, 7th Dec.

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FRENCH MAIL STEAMERS  
Sailings from Hong Kong:

To SHANGHAI—Kobe.  
D'ARTAGNAN ... 16th Nov.  
ATHOS II ... 30th Nov.  
PREMIER DOUMER ... 13th Dec.  
ANDRE LEBON ... 28th Dec.  
MARCHEL JOFFRE 11th Jan. 1936.  
SPHINX ... 25th Jan. 1936.  
To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.  
CHERONCEAUX ... 19th Nov.  
D'ARTAGNAN ... 3rd Dec.  
ATHOS II ... 17th Dec.  
PREMIER DOUMER ... 31st Dec.  
ANDRE LEBON ... 14th Jan. 1936.  
MARCHEL JOFFRE 28th Jan. 1936.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port Said or Djibouti.  
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## Shipping News Daily Statement. Clearances. Ships In Harbour. etc.

### MORE CLYDE SHIPPING

Revenue Mounting Up

\* Revenue of the Clyde Navigation Trust for last year was £869,277 against £796,935 in the previous year, an increase of £72,341. The surplus for the year was £40,439 against £30,501 in the previous year.

The tonnage of ships entering and leaving the port was 13,699,071, an increase of 881,103 tons, equal to 5.23 per cent, while the tonnage of goods handled—6,480,970—was up by 364,518 tons, equal to 5.96 per cent.

The greater extent to which ships are in use was shown in the increased use of the graving docks. Last year, 159 ships, totalling 910,480 tons, passed through the docks, compared with 122 vessels totalling 648,966 tons, in the previous year.

### PERIL OF WEAK FLEET

Risk Nation Cannot Run

(Special Air Mail Service)

London, Oct. 22. The assertion that the strength of British foreign policy continued to be measured by the strength of her Fleet was made by Mr. Walter Runciman, President of the Board of Trade, speaking at St. Ives on Saturday.

He had hoped, he said, that it would never have been necessary for us to strengthen either the Army, Navy or Air Force up to pre-war standards. He trusted it would still not be necessary, but we could not run the risk of being so weak that our support of our bonds could be despised by other people.

Mr. Runciman emphasised that the present crisis did not place the United Kingdom in antagonism to Italy.

The position that has been taken up by us throughout, he continued, "has been that of loyal members of the League of Nations. We have been concerned with one thing only, and that is to see justice for all concerned—Abyssinians and Italians alike—reached by peaceful means."

"It has been so easy for the Press of Italy, and it may be part of the Press of France, though not all of it by any means, to declare that we have stepped into this quarrel because we have ambitions of our own to serve. I say that is utterly untrue and without foundation."

"The real truth is that, so far as we are concerned, we have been altruistic from the beginning to the end. We have nothing to reproach ourselves with in the whole of this long, tangled, weary, sordid business."

Mr. Runciman added that he had a feeling of profound thankfulness that throughout the last few months there had been so sober a Press in this country—a Press which had been so judicious that

### YESTERDAY'S FREIGHT RETURNS

IMPORTS 10,578 TONS;  
THROUGH CARGO  
9,886 TONS

During the 24 hours ended at 9 a.m. yesterday, the freight returns, received from the Harbour Office, show a fairly high tonnage movement, a large proportion of it being made up by Norwegian ships.

The total tonnage of general cargo, carried by vessels to the Colony was 10,578 tons of which 5,292 tons were carried in British steamers.

The through cargo for ports beyond the Colony amounted to 9,886 tons, with British vessels carrying 1,539 tons.

Asiatic deck passengers entering into the Colony during the 24 hours ended at 9 a.m. yesterday, were 2,305, of which 1,580 were from British steamers.

There were altogether 15 arrivals, of which 8 were British ships, the remainder being of other nationalities, while of the 18 departures, 5 were British steamers, the rest being of other countries. Particulars as follows:

Nationally Ships Tonnage

British 8 6,831

Norwegian 4 11,751

Dutch 1 842

Japanese 1 840

Chinese 1 200

Total 15 20,464

### SHIPS IN HARBOUR

WHARVES  
Kowloon: Taiyo Maru and Tancred.

China Merchants: Yuen On, Douglas Laprak: Hal Yang, Salkong: Tin Seng.

DOCKS  
Kowloon: Palstra and Hop Sang.

Talkoo: H.M.S. Orpheus, Jeff Davis, Kaying, Chao Ho and Kwang Hung.

BUOYS  
No. A3—Kina Maru.

No. A4—Tai Ping.

No. A5—Hong Kheng.

No. A8—Tjinegara.

No. A9—Kwong Nam.

No. A11—Kuroshime Maru.

No. A13—Tyndareus.

No. B1—Ninghai.

No. B3—Kalgan.

No. B4—Tan.

No. B5—Tchekam.

No. B9—Kyodo Maru.

No. B10—Helkon.

No. B11—Shantung.

No. B14—Sinkiang.

No. B15—Kiangsu.

No. B16—Prosper.

No. B17—Havdrot.

No. B18—Hunan.

No. B20—Tai Yuan.

No. B21—Anshun.

No. B24—Yayoi Maru.

No. C1—Hella.

No. C2—Kwetchow.

nothing had been said or written which could be responsible for an outbreak of temper either in Africa or anywhere else.

### ARK ROYAL

Work On Aircraft Carrier Began

Work on the construction of the aircraft carrier Ark Royal has been begun by Messrs. Cammell Laird, of Birkenhead. She will be the largest ship ever built on the Mersey and it has been necessary to increase the length of the shipways to accommodate her.

### ARRIVALS

11TH NOVEMBER.

Yuan On, Chinese steamer, 1,116 tons, Captain W. A. Pavloff, from Hoihow, China Merchant Steam Navigation's Wharf.—C. M. S. N. & Co.

Tergeste, Italian steamer, 3,708 tons, Captain M. Scopinich, from Singapore, buoy No. A12.—Lloyd Trieste.

Shantung, British steamer, 1,538 tons, Captain R. Allinson, from Canton, buoy No. B21.—B. & S.

Helkon, British steamer, 1,220 tons, Captain W. Anderson, from Saigon, buoy No. B10.—Wo Fat Sing.

Hunan, British steamer, 1,621 tons, Captain J. Beck, from Tientsin via Swatow, buoy No. B18.—B. & S.

Hong Kheng, British steamer, 3,975 tons, Captain D. M. Hood, from Singapore, buoy No. A5.—Ho Thong & Co.

Tancred, Norwegian steamer, 3,721 tons, Captain H. Thomsen, from Manila, Kowloon Wharf.—Thorsen & Co.

Prosper, Norwegian steamer, 1,377 tons, Captain E. D. Knutsen, from Saigon, buoy No. B16.—Nam Tai Loong.

Taiyo Maru, Japanese steamer, 8,523 tons, Capt. Y. Tomioka, from Los Angeles via Kobe, Kowloon Wharf.—N. Y. K.

Tchekam, Chinese steamer, 806 tons, Captain Kwok Fook, from Hoihow via Tourane, buoy No. B5.—Ping On & Co.

Tin Seng, Chinese steamer, 943 tons, Captain Kwok Shau, from E. C. Wan, buoy No. B11.—Tai Fung & Co.

Anshun, British steamer, 1,869 tons, Captain G. Morse, from Singapore, buoy No. B21.—B. & S.

### CLEARANCES

11TH NOVEMBER.

Kiangsu, for Bangkok.

Kyodo Maru No. 26, for Keelung.

Kina Maru, for Keelung.

Jeff Davis, for Manila.

Ninghai, for Canton.

Palstra, for Los Angeles.

Kuroshime Maru, for Bangkok.

Ronsan Maru, for Hongkong.

Tergeste, for Shanghai.

Tancred, for Shanghai.

Hong Kheng, for Swatow.

Tai Yuan, for Canton.



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All sailings are subject to change or deviation with or without notice.

Steamship	Tons	From Hongkong (About)	Destination
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### PENINSULAR & ORIENTAL SAILINGS

RAWALPINDI	17,000	16th Nov.	Marcellies and London.
COBFU	14,500	30th Nov.	Bombay, Marcellies & London.
*BANGALORE	6,000	7th Dec.	Marcellies, Havre, London, Hamburg, R'dam, Antwerp & Hull.
*RANCHI	17,600	14th Dec.	Bombay, Marcellies & London.
*NALDERA	16,000	28th Dec.	do
*BHUTAN	6,000	4th Jan.	Marcellies, Havre, London, Hamburg, R'dam, Antwerp & Hull.
CARTAGE	14,500	11th Jan.	Bombay, Marcellies & London.
*BEHAR	6,000	18th Jan.	Bombay, Marcellies & London.
*RAJPUTANA	17,000	25th Jan.	Marcellies, Havre, London, Hamburg, R'dam, Antwerp & Hull.
*SOUDAN	7,000	1st Feb.	Marcellies & London.
CHITRAL	15,000	8th Feb.	Marcellies & London.
CATHAY	15,000	22nd Feb.	do

\* Cargo only. † Calls Canablanca. ‡ Calls Tangier.  
All vessels may call at Malta.

Frequent connection from Port Said for Passengers and Cargo to Istanbul, Piraeus, Symna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

### BRITISH INDIA-APCAR SAILINGS

SIRDHANA	8,000	23rd Nov.	Singapore, Penang, Rangoon & Calcutta.
SAKADA	7,000	6th Dec.	
TILAW	10,000	20th Dec.	
SANTHIA	8,000	3rd Jan.	
TALMA	10,000	17th Jan.	

\* Calls Port Swettenham.

Now is the time to visit Australia & New Zealand

lands of Sunshine and Romance. "Down Under" you will feel a new being and even if you are not inclined towards Sporting, Fishing, Shooting or Mountaineering you will find that the Antipodes have plenty to offer you—including 28° for your pond.

On the way down your life aboard will be as you wish, quiet or hectic for the E. & A. will honour your every whim.

And by the way, there is no additional charge for Deck Cabins and there is of course a Sun Deck swimming pool, an Orchestra and a fine Laundry.

A Surgeon and Stewardess are at your disposal and last but not least—we had almost forgotten—the main will set you listening eagerly for the Gong.

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—12 days.  
Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of Steamers to London via Suez.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### EASTERN & AUSTRALIAN SAILINGS

TAKADA	7,000	30th Nov.	Manila, Rabaul, Brisbane, Sydney, Melbourne & Hobart.
NANKIN	7,000	31st Dec.	
NELLORE	7,000	1st Feb.	

### SAILINGS TO SHANGHAI & JAPAN

TAKADA	7,000	14th Nov.	Amy, Shanghai & Japan
BAKCHI	17,000	16th Nov.	Shanghai, Kobe & Yokohama
TILAW	10,000	20th Nov.	Amy, Shanghai & Japan
NALDERA	1,000	28th Nov.	Shanghai, Kobe & Yokohama
NANKIN	7,000	6th Dec.	Shanghai & Japan
SANTHIA	8,000	12th Dec.	Amy, Shanghai & Japan

\* Cargo only.

ALL DATES are approximate and subject to alteration without notice.  
For further information, Passage, Freight, Handbooks, etc., apply to the Agents—

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AGENTS FOR  
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Loading for Mauritius: Reunion, Tamatave, Lourenco Marques, Durban and Cape Town.  
**EAST & SOUTH AFRICA** ... LUXURIOUS PASSENGER VESSELS ... INDIAN AFRICAN LINE  
M.V. "INCOMAT" ... from Calcutta 4th Dec ... from Colombo 10th Dec.  
M.V. "SIPINGO" ... from Calcutta 4th Jan ... from Colombo 10th Jan.  
M.V. "INCHANGA" ... from Calcutta 4th Feb ... from Colombo 10th Feb.  
Taking PASSENGERS and CARGO for Mombasa, Zanzibar, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

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